CG 129

# PROCEEDINGS OF THE

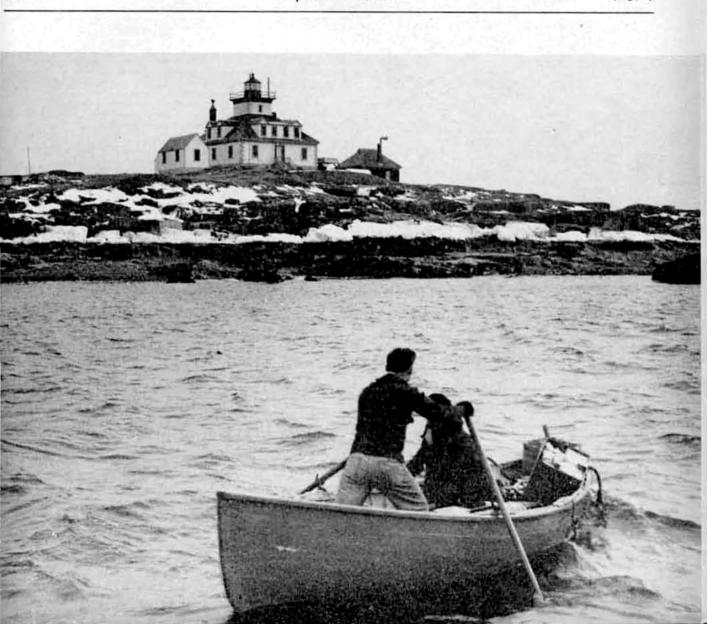
# MERCHANT MARINE COUNCIL

UNITED STATES COAST GUARD

Vol. 3

September 1946

No. 9



# MERCHANT MARINE COUNCIL

Published monthly at Coast Guard Headquarters, under the auspices of the Merchant Marine Council, in the interest of safety at sea. There are no restrictions on the republication of material appearing in this issue

# The Merchant Marine Council of the United States Coast Guard

Admiral J. F. Farley, U. S. C. G. Commandant of the Coast Guard

Rear Admiral Ellis Reed-Hill, U. S. C. G., Member Engineer-in-Chief, U. S. C. G.

Commodore Halert C. Shepheard, U. S. C. G. R., Chairman Chief, Office of Merchant Marine Safety, U. S. C. G.

Captain A. C. RICHMOND
U. S. C. G., Member
Acting Chief, Planning and Control
Staff, U. S. C. G.

Captain ROBERT E. COOMBS, U. S. C. G. R., Member Assistant Chief, Merchant Vessel Inspection Division, U. S. C. G.

Captain Henry T. Jewell, U. S. C. G., Member Chief, Merchant Marine Personnel Division, U. S. C. G.

Captain ROBERT T. MERRILL, U. S. C. G. R., Member

Captain ROBERT A. SMYTH,
U. S. C. G. R., Member
Chief, Merchant Marine Technical
Division, U. S. C. G.

Mr. Kenneth S. Harrison, Chief Counsel, U. S. C. G

Captain Joseph A. Kerrins, U. S. C. G., Secretary

# CONTENTS

	Pag
Council Activities	13
Waivers	13
Certificates of Inspection	13
President's Reorganization Plan No. 3 Approved	13
Merchant Marine Council October Meeting	13
Voyage Descriptions in Shipping Articles	13
American Merchant Marine Conference	13
Numbered and Undocumented Vessels	13
Filipino Seamen	13
Working Hours for Marine Inspection Offices.	13
Working flows for Marine Inspection Offices	13
Releasing Gears Installed in Lifeboats	
Structural Alterations on Liberty Ships	13
Safe Handling of Explosives	13
Voting by Merchant Seamen	13
Load Line Regulations	13
Shipyard Management for Welding	13
Marine Information Broadcasts.	13
Hearing Units	13
It Pays to Believe in Signs	13
Transfer of Functions of the Bureau of Marine Inspection and Naviga- tion to the Coast Guard	13
Too Many Rules	13
Special Regulations for the Port of New York	14
Foreign Flag Vessels Docking in the United States	14
Lessons From Casualties:	0.77
Sailing Directions Should Be Consulted	14
The Wages of Carelessness	14
Appendix:	
Amendments to Regulations	14
Navigation and Vessel Inspection Circulars	14
Merchant Marine Personnel Statistics	15
Cover: Egg Rock Lighthouse Off the Coast of Maine.	10

# COUNCIL ACTIVITIES

The Merchant Marine Council recommended approval of amendments to the regulations in 46 CFR 32.6-6. 63.9, 79.9, 97.11, and 116.16 regarding electrical installation requirements. These amendments will permit on vessels contracted for on and after September 2, 1945, as alternative provisions to present regulations, the electric cable specified in pargaraphs 1, 4, and 5 of the Coast Guard specification titled "United States Coast Guard Specification for Electrical Installations on Merchant Vessels." dated August 31, 1944, revised March 6, These amendments will continue in effect until such time as the Civilian Production Administration's limitations on use of natural rubber are removed and materials become available for use in manufacturing electric cable in accordance with present requirements.

The rules required by the Administrative Procedure Act will be included in chapter I of 33 CFR and chapter I of 46 CFR. The Coast Guard organization and jurisdiction descriptions will be in 33 CFR, part 1. The description of procedures relating to all Coast Guard activities generally will be in 33

CFR. part 20, while the description of procedures for marine inspection and navigation functions will be in Subchapter A—Procedures Applicable to the Public in chapter I, 46 CFR. The material in subchapter A is divided into four parts as follows:

Part 1—General Course and Methods.

Part 2—Vessel Inspections.
Part 3—Merchant Marine Personnel

Part 4—Investigations and Hearings.

These rules do not alter present Coast Guard organization or procedures. They describe the organization and procedures followed by the Coast Guard in discharging its duties.

#### WAIVERS

The cancellation of certain general waiver orders and individual waiver orders has been under consideration for several months. A study of all waivers issued has indicated that certain waivers can be canceled without difficulty since the need for them has passed. The waiver orders will be canceled in a gradual

process in order that little difficulty will be experienced in complying with the requirements of the navigation and vessel inspection laws and regulations at the time the statutory authority to waive laws and regulations expires 31 March 1947.

The proposed cancellation waiver order will cancel both general waiver orders issued by the Commandant and published in the Federal Register and individual waiver orders by subjects with types of vessels affected. The order is arranged in four parts. Part I lists 14 general waiver orders which will be canceled regarding cubic capacity of lifeboats, lighting distribution panels, certain items of equipment on United States Maritime Commission vessels, partitions between toilets and number of toilets in certain EC-2-S-C1 cargo vessels, licensed officers or certificated tankermen on towing vessels, escape panels on vessels transporting troops, master control valve for steam smothering system, acid-bessemer steel pipe, flanges and fittings for class II piping, and 24-foot metallic lifeboats built by Globe American Corporation. Part II lists the subjects, with vessels affected, that have to be met immediately. The subjects include annual inspections, spare anchor, general alarm bells, and carriage of grade B fuel in lieu of grade E in No. 3 centerline cargo oil tanks.

Part III of the waiver order lists the subjects, with vessels affected, that have to be met at the next annual inspection after the effective date of the order. The subjects covered are steam smothering systems, relief valves, valves and fittings, auxiliary boilers and piping, fire and engine room bilge protection, mechanical means for lowering lifeboats, davits, berth arrangements, crew accommodations, switchboards, transfer panels, motor controls, sound-powered telephones, lighting fixtures, and other electrical requirements.

Part IV of the waiver order lists the subjects, with vessels affected, that have to be met at the time replacements become necessary. The subjects covered are shells for condensers and receivers of refrigerating equipment, piping, flanges, engineer's signal and alarm panels, switches, auxiliary steam boilers—electrical control, shell material for lifeboats, and certain other electrical requirements.

# President's Reorganization Plan No. 3 Approved

The President's Reorganization Plan No. 3 of 1946 became effective 16 July 1946 and was published in the appendix of the August Proceeding. The Commandant in an order approved by the Secretary of the Treasury on 16 July provided that all rules, regulations, permits, or other privileges made, issued, or granted in respect of all functions transferred to the Commandant, U. S. Coast Guard, by section 101 of the Reorganization Plan No. 3 of 1946 and in effect at the time of such transfer shall continue in effect to the same extent as if such transfer had not occurred.

### CERTIFICATES OF INSPECTION

Certificates of inspection issued by the Coast Guard to vessels upon successful completion of the annual inspection are of two types, temporary and regular. The statute (46 U. S. C. 399) describes these certificates and sets forth conditions under which they are used.

The temporary certificate of inspection is made out and signed by the Officer in Charge, Marine Inspection, immediately upon completion of the annual inspection but is much less detailed than the regular certificate and is not notarized. The temporary certificate is carried by the vessel and exposed in the same manner as is provided for the regular certificate and, until the latter is delivered to the vessel, has exactly the same force and effect. In other words, if for any reason the regular certificate is not delivered to the vessel, she may navigate for a full year under the powers conferred by the temporary certifi-

The regular certificate of inspection is made out by the Officer in Charge, Marine Inspection, when the inspection is completed and the vessel and her equipment have been approved throughout. This certificate is in considerable detail and is sworn to by the Officer in Charge, Marine Inspection, before the chief officer of the Customs of the district or any other person competent by law to administer oaths. The law (46 U.S.C. 400) provides, in part, that the original of the certificate of inspection delivered to the master or owner of a steam vessel shall be placed in a conspicuous place in the vessel and there kept at all times, framed under glass.

Inasmuch as the regular certificate of inspection takes some time to prepare and must be notarized, there is always a time lag between the completion of the inspection and the delivery of the certificate to the vessel. The sole reason for the issuance of a temporary certificate of inspection is that, owing to its brevity and the fact that it does not have to be notarized, it may be prepared and delivered to the vessel immediately upon completion of the inspection, thus avoiding any delay to the ship.

It has occasionally happened that

the designation "temporary certificate" has led to a certain amount of confusion. In this connection the word "temporary" means "in force until the arrival on board of the regular certificate or for 1 year, whichever is the shorter." It does not mean that the temporary certificate is in force until certain requirements are met or for a short period of time until some change in the route is effectuated or for any other like reason. Neither of the certificates may be issued until all outstanding requirements are met and if any change in route or other conditions takes place after the issuance of a temporary certificate, Coast Guard form 858, Certificate Amending Certificate of Inspection should be issued.

No difficulty should occur in understanding the use of these two forms of certificate of inspection if it is remembered that they have exactly the same legal weight, that they bear the same date, and that the only reason for issuing the temporary certificate is to make it possible for a vessel to sail immediately upon completion of the annual inspection.

# MERCHANT MARINE COUNCIL OCTOBER MEETING

The Merchant Marine Council will meet at 9:30 a. m., 22 October 1946, in Room 8205, Coast Guard Headquarters, Washington, D. C. This will be the first meeting since the requirements of the Administrative Procedure Act became effective on 11 September 1946. The meeting will be an open hearing for the purpose of receiving comments on proposed rules and regulations which will be under consideration for adoption.

The Council was but recently reorganized and instead of meeting monthly it will meet in regular open sessions in October and February at times to be published in the Federal Register and in this publication. The composition of the Council has been changed to consist of the following members: Chief, Office of Merchant Marine Safety, Chairman; Assistant Chief, Office of Merchant Marine Safety, Vice Chairman; Chief, Merchant Vessel Inspection Division; Chief, Merchant Marine Technical Division; Chief, Merchant Marine Personnel Division; and such field officers as may be designated by the Commandant.

Part 29 of 46 CFR pertaining to the numbering of undocumented vessels is proposed to be amended to provide that certificates of award of number may be obtained from any officer in charge, marine inspection, instead of from the district commander, as is now required, and further that boats not exceeding 16 feet in length which

are temporarily equipped with detachable motors shall not be required to be numbered.

Other proposals to be considered are those concerned with the requirements for licensing and certificating of merchant marine officers and seamen and the number of lifeboats to be carried on ocean tank ships and other ocean vessels of similar construction.

Copies of the proposed regulations may be obtained from the Commandant (M), Coast Guard Headquarters, Washington, D. C.

# Voyage Descriptions in Shipping Articles

The peacetime practice of showing voyage descriptions in shipping articles is now followed after the waiver order of the Secretary of the Navy, dated 6 March 1942, was rescinded by the Secretary of the Treasury on 4 July. Voyage descriptions in shipping articles, pursuant to the provisions of R. S. 4511, as amended, and Section 2 of the Act of 19 June 1886. as amended, are now required by shipping commissioners when supervising the signing on of seamen.

The Secretary of the Navy issued the waiver order on 6 March 1942 as a precaution against movements of merchant vessels becoming known to the enemy. The waiver order waived compliance with so much of R. S. 4511 and Section 2 of the Act of 19 June 1886 that required shipping articles to show the nature of the intended voyage or engagement. This order established in lieu thereof a uniform voyage description clause which left the matter of the itinerary of the vessel to the direction of the master, or any department, commission, or agency of the government. As the purpose of the waiver order has now been served, the Commanders of the Coast Guard districts have been instructed that it would be in order for shipping commissioners to enter voyage descriptions in shipping articles in accordance with the requirements in effect prior to the issuance of the waiver order of the Secretary of the Navy.

# American Merchant Marine Conference

The American Merchant Marine Conference, sponsored by The Propeller Club of the United States in conjunction with its Twentieth Annual Convention, will be held in New York, 16, 17, and 18 October 1946 at the Waldorf-Astoria.

The Conference theme will be "The American Merchant Marine and World Commerce." Problems of vital importance to the future of the American Marine Industry growing out of the period of world reconstruction and the rehabilitation of our foreign trade will be presented and discussed by the recognized authorities. The Conference will concentrate the experience and wisdom of its outstanding leadership upon subjects of utmost importance affecting the future of the American Merchant Marine.

Panel discussion meetings will be

held on Wednesday and Thursday, 16 and 17 October; the main conference session on Thursday afternoon, 17 October; Propeller Club Convention sessions on Friday, 18 October, and on the evening of that date, the annual American Merchant Marine Conference dinner. Complete details and advance program may be obtained from the Propeller Club of the United States, National Headquarters, 17 Battery Place, New York 4, N. Y.

### NUMBERED AND UNDOCUMENTED VESSELS

The table below gives the cumulative total of numbered but undocumented vessels in each Coast Guard district by customs ports for the month of June 1946. Generally speaking, undocumented vessels are those of less than 5 net tons engaged in trade and those of less than 16 gross tons used exclusively as pleasure vessels. These vessels are required to be numbered under the provisions of the Act of 7 June 1918, as amended (46 U.S. C. 288).

Cast Guard District	Customs Port	Total
1 (Boston)	(4) Boston	12, 643
	(1) Portland, Maine	9, 424
	(2) St. Albans	2, 590
	(5) Providence	3, 437
		28, 091
2 (St. Louis)	(45) St. Louis	19, 215
	(12) Pittsburgh	3, 923
	(34) Pembina	121
	(35) Minneapolis	8,677
	(40) Indianapolis	5, 051
	(42) Louisville	3, 701
	(43) Memphia (part)	5,686
	(44) Vacant (Des Moines)	196
	(46) Omaha (part)	788
		50, 358
1 (New York)	(10) New York	39, 649
	(6) Bridgeport	7,395
		47, 805
(Philadelphia)	(11) Philadelphia	18, 802
		18,802
5 (Norfolk)	(14) Norfolk	20, 893
	(13) Baltimore	19, 510
	(15) Wilmington, N. C	8, 500
		48,900
7 (Miami)	(18) Tampa (part)	17,067
	(16) Charleston	1,586
	(17) Savannah	2, 692
		21, 345
8 (New Orleans)	(20) New Orleans	16,298
	(18) Tampa (part)	881
	(19) Mobile	6, 123
	(21) Port Arthur	3, 552
	(22) Galveston	8,618
	(23) Laredo	1,673
	(24) El Paso	t
	(43) Memphis (part)	76
		37,29
		-

Coast Guard District	Customs Port	Total
9 (Cleveland)	(41) Cleveland. (7) Ogdensburg (8) Rochester. (9) Buffalo. (36) Duluth (37) Milwaukee (38) Detroit. (39) Chicago.	13, 705 6, 426 8, 308 8, 128 3, 828 12, 267 26, 196 7, 307
		86, 165
10 (San Juan)	(49) Sun Juan (51) St. Thomas	245 70
		315
11 (Long Beach)	(27) Los Angeles (25) San Diego (26) Nogales	6, 385 1, 297 51
		7,683
12 (San Francisco)	(28) San Francisco	18, 481
		18, 181
13 (Seattle)	(30) Scattle	28, 635 9, 197 920 2
		38, 754
14 (Honolulu)	(32) Honolulu	2, 112
		2, 112
17 (Ketchikan)	(31) Juneau	6,034
		6,034
Grand total		411, 310

# Filipino Seamen

The Philippine Islands gained their independence as a separate and a self-governing nation on 4 July 1946. In the absence of special treaty provisions, Filipino seamen will have to be considered in the same category as other alien nationalities and limited to 50 per centum of the entire unlicensed crews of vessels in accordance with the waiver order of the Secretary of the Navy, dated 13 June 1946.

The Secretary of the Navy by an order, dated 30 April 1942, waived compliance with Section 5 (b) of the Act of 25 June 1936 and Section 302 of the Act of 29 June 1936 (46 U.S. C. 672 (a), 1132), to the extent necessary to permit citizens or subjects of the Philippine Islands to be employed as unlicensed members of the crews of vessels of the United States without regard to the percentage of allens who may be so employed. This waiver order has been rescinded by the Secretary of the Treasury.

# Working Hours for Marine Inspection Offices

The marine inspection offices are open for business from Monday to Friday, inclusive, except for legal holidays. During the war marine inspectors, shipping commissioners, deputy shipping commissioners, hearing officers and examining officers, were kept on call after office hours and on Saturdays, Sundays, and holidays, in order that urgent matters could be handled quickly.

If the operators or owners of merchant vessels desire to have inspectors, shipping commissioners, or other employees, performing inspection work after regular working hours, they should make previous arrangements with the Officer in Charge, Marine Inspection, U. S. Coast Guard. having jurisdiction over the merchant vessel. In larger ports, such as New York, New Orleans, San Francisco, the necessary experienced personnel will be available on call evenings, Saturdays, Sundays, and holidays, for

emergency assignments. By the Act of 27 May 1936, overtime compensation for services performed between the hours of 5 p. m. and 8 a. m., or on Sundays and holidays to perform services in connection with the inspection of vessels or their equipment, supplying, or signing on or discharging of crews of vessels, may be billed and shall be paid by the master, owner, or agent of such vessel to the United States and deposited into the Treasury of the United States. The rate of pay for the services of a government employee is made on the basis of one-half day's additional pay for each 2 hours or fraction thereof of at least 1 hour that the overtime extends beyond 5 p. m., but not to exceed 21/2 days' pay for the full period from 5 p. m. to 8 a. m., and for overtime services on Sundays or holiday duty 2 additional days' pay for the first 8 hours or fraction thereof.

The amendments to the regulations covering overtime services by civilian Coast Guard personnel is set forth in the appendix on page 145.

### Releasing Gears Installed in Lifeboats

The installation of releasing gears in lifeboats after the construction of the lifeboats has created certain problems for repair yards. The procedure applicable when releasing gears are to be welded to the stem, sternpost, or keel of the lifeboat is as follows:

(1) The welding details shall be in accordance with approved drawings for new installations.

(2) The plating shall be removed in way of welds in order to permit the welder to have a proper clear lead and to assure a proper weld.

(3) All galvanized surfaces within 2 inches of the area to be welded shall

be ground to bare steel.

(4) The area in way of weld in ground surfaces shall be given two good coats of red lead zinc chromate or equal with reasonable drying time between coats.

### Structural Alterations on Liberty Ships

Several recent inquiries have been received regarding the structural atterations on Liberty ships as required by Navigation and Vessel Inspection Circulars Nos. 69 and 70. There seems to be a question regarding whether Liberty ships with riveted shell seams are required to have installed riveted gunwale angles or sheer strake slots and straps. Vessels having riveted longitudinal shell seams are not required to have either sheer strake slots and straps or gunwale angles. The circulars required full compliance with Coast Guard drawings No. EMM-17-11-17-1 and

for that reason the explanatory phrase, "Vessels having riveted longitudinal shell seams are not required to have either sheer strake slots and straps or gunwale angles," was omitted from Navigation and Vessel Inspection Circular No. 70.

### SAFE HANDLING OF EXPLOSIVES

During the time the Naval Ammunition Depot at Earle, N. J., was handling and stowing explosives and ammunition under the supervision of a Coast Guard Explosives Loading Detachment not a single casualty occurred. The detail supervised the handling and stowage of 963,198 tons of explosives and ammunition as cargo outloaded or unloaded on 192 ships. This Explosives Loading Detachment was decommissioned after 22 months of service.

In July 1944 the Navy placed in operation the Naval Ammunition Depot at Earle, N. J., and also included in this establishment was the Marine Shipping Terminal located at Leonardo, N. J. The Marine Shipping Terminal consisted of a causeway extending into Sandy Hook Bay for a distance of approximately 2 miles, with three finger piers. One pier was assigned for use by the Chief of Transportation of the Army Service Forces in shipping cargoes of ammunition and explosives to the different theatres of war. The other two piers were used by the Navy for the same purpose and for issue of ammunition allowances to combatant ships of the Navy.

At the request of the Navy, the Coast Guard assigned to this establishment an Explosives Loading Detachment to supervise the handling and stowage of ammunition and explosives as cargo on board merchant This detachment was revessels. cently decommissioned and two Coast Guard officers remained on duty as members of the staff of the Commanding Officer of the facility, in the capacity of advisors in explosives cargo loading. Following the decommissioning of this detachment, the Commanding Officer made his final report to the Commandant of the Coast Guard via the Commanding Officer, Naval Ammunition Depot, Earle, N. J.; Commanding Officer, U. S. Naval Base, New York, N. Y.; and the Commandant of the Third Naval District. New York, N. Y. The indorsements to the report reflect a spirit of cooperation and appreciation that is stimulating. They point up a situation wherein an unorthodox chain of command has been made to work successfully by cooperation and an understanding of common objectives. To illustrate, excerpts have been taken

from the indorsements to the final report to the Commandant.

Commanding Officer, NAD, Earle, N. J., wrote:

The Commanding Officer takes this opportunity to thank and to congratulate the officers and men of the Coast Guard whose vigilance and professional skill materially contributed to our perfect safety score in the handling of hundreds of thousands of tons of explosives shipped overseas during the war and landed at Earle from overseas after the war. If the successful completion of an operation can be used as a yardstick to measure compatibility and cooperation, then it can be said of the Coast Guard at Earle that they were "tops."

Commandant, U. S. Naval Base, New York, N. Y., wrote:

The Commandant in concurring with the remarks of the Commanding Officer, Naval Ammunition Depot, Earle, N. J., adds his thanks and congratulations for a job "Well Done."

The Commandant, Third Naval District, New York, N. Y., wrote:

The Commandant, Third Naval District, has noted with pleasure the outstanding work of the Coast Guard Explosives Loading Detachment at the Naval Ammunition Depot, Earle, N. J. The officers and men of this detachment are to be congratulated on the successful completion of a difficult and dangerous task.

### VOTING BY MERCHANT SEAMEN

A new servicemen's voting law, Public Law 348, 79th Congress, Second Session, was approved 19 April 1946. This law recommends that all states immediately enact appropriate legislation to enable each person in the Armed Forces of the United States, the Merchant Marine of the United States, and certain others absent from their place of residence to vote exclusively by state absentee ballot in any primary, special, or general election held in their election districts. In addition, provisions were enacted to afford ample opportunity for each such person to vote for Federal, State, and local officials, and to utilize absentee balloting procedures of the various states to the greatest extent possible.

This Federal voting law is applicable to each person absent from the place of his residence and serving in the Merchant Marine of the United States, or in the Armed Forces of the United States, or who is a civilian outside the continental United States officially attached to and serving with the Armed Forces of the United States, who is eligible to vote in any election district or precinct. For pur-poses of this act the term "members of the Merchant Marine of the United States" means persons (other than members of the armed forces) employed as officers or members of crews of vessels documented under the laws

of the United States, or of vessels owned by the United States, or of vessels of foreign-flag registry under charter to or control of the United States, and persons (other than members of the armed forces) enrolled with the United States for employment or for training for employment, or maintained by the United States for emergency relief service, as officers or members of crews of any such vessels; but does not include persons so employed, or enrolled for such employment or for training for such employment, or maintained for emergency relief service, on the Great Lakes or the inland waters.

With respect to members of the merchant marine, the Administrator of the War Shipping Administration is responsible for the administration of this law.

### Load Line Regulations

A revised edition of Load Line Regulations, subchapter E, parts 43, 44, 45 and 46 of 46 CFR, is now available for distribution. This publication replaces "Load Lines" dated January 1943 and includes all amendments published in the Federal Register through 14 June 1946.

The "Load Line Regulations" are for the establishment of load lines for certain merchant vessels of 150 gross tons or over and subdivision load lines for certain passenger vessels. The load lines are established for (a) merchant vessels of 150 gross tons or over when engaged in a foreign voyage by sea, (b) merchant vessels of 150 gross tons or over when engaged in a coastwise voyage by sea, (c) merchant vessels of 150 gross tons or over when engaged in a voyage on the Great Lakes and (d) passenger vessels operating on the ocean and on the Great Lakes.

General authority over the responsibility for the enforcement of the laws and regulations governing load lines in the several Coast Guard districts is vested in and imposed upon the Coast Guard District Commanders in charge of such districts.

Shipowners, operators, builders, vessels' operating forces, and other persons affected by the regulations for load lines should familiarize themselves with the provisions contained therein. To this end, Coast Guard personnel concerned with the enforcement of these laws and regulations will extend every possible assistance.

# Shipyard Management for Welding

A new publication, "Shipyard Management for Welding," prepared by the Sub-Board to Investigate the Design and Methods of Construction of Welded Steel Merchant Vessels, has just been made available for distribution to shipyards and those concerned with welding. This publication, among other things, points out some of the many lessons learned about management, procedure, incentive, and quality of workmanship.

Ship construction mushroomed out in an unprecedented spurt during the last 5 years. It outgrew its time schedules, methods of fabrication, and departmental organization many times. Unparalleled demands for ships and more ships were met with amazing alacrity. American ship-yards are to be congratulated on a job well done.

The tremendous achievement in quantity production of ships was not without its sacrifice in quality. Of necessity, mass production was the keynote of ship construction. The increased volume of construction could not be matched by a corresponding increase in the number of experienced construction men and inspectors. With trained talents diffused so widely, the supervision over the quality of construction was bound to be somewhat less rigid and the usual high standards of American ship construction were reduced.

The unskilled labor available resulted in lower quality of workmanship and the wide use of welding resulted in unforeseen difficulties. Our ships have been plagued by an epidemic of structural failures. Fractures have been numerous, but so far serious casualties have occurred on only a very small percentage of vessels.

The present booklet discusses the influence of shipyard management on ship construction. That the organization of shipyard managements has had a definite bearing on the quality of production in our yards was revealed by a recent survey.

It is the intent of this publication to offer suggestions concerning ship-yard managerial organization and procedure for the purpose of improving the quality of welded structures. With the end of the war and the consequent slackening of the shipbuilding program, more time is now available for improvement in the quality of ship structure. Inspection agencies can now expect a higher standard of quality in hull construction.

The committee brought out the following needs of the ship construction industry during its deliberations: Efficient top management; coordination among design, shipfitting, welding, training and inspection departments; wise delegation and integration of authority, quality workmanship, incentive pay and minimum of quality sacrifice to quantity production.

# Marine Information Broadcasts

A schedule of marine information broadcasts has been adopted by the Coast Guard and appears in table form below for ready reference. These tables replace those published in the June 1946 Proceedings. This schedule of broadcasts includes the regular broadcasts of weather forecasts, notices to mariners and hydrographic information, as well as emergency broadcasts regarding storm warnings, advisories, and urgent marine information, but does not include the Great Lakes and the inland waters. The marine information concerns the Atlantic coast, Gulf coast, and Pacific coast, Territory of Alaska and Territory of Hawaii.

The stations designated to broadcast storm warnings, advisories, and urgent marine information by radio telegraph will do so upon receipt of the information. This information will be repeated three time within the next period of 6 hours, on either the even or odd hour, depending upon the station, unless the information is superseded or canceled. Any emergency information which supersedes a previous broadcast will be handled in the same manner as the original information and will extend the emergency broadcast an additional 6 hours.

All radiotelegraph broadcasts will be made on the stations' working frequencies after preliminary announcements are made on 500 kilocycles with subsequent shifts to indicate station working frequency. All radiotelephone broadcasts will be preceded by appropriate announcements on 2670 kilocycles with the regular broadcasts to follow on 2698 kilocycles. All radio telephone broadcasts will be made once through at good writing speed.

### STATIONS BROADCASTING MARINE INFORMATION

Station and call letters	Time (G. C. T.)	Fre- quency (ke)	Emission	Nature of broadcast
Rockland, Maine (NOE)	0530 and 1730 Upon receipt and on even hour intervals.	2608 2698	A-3 A-3	Regular brondcasts. Emergency broadcasts.
Boston, Mass. (NMF)	0348 and 1548 0400 and 1600 Upon receipt and on even hour intervals.	2698 425 425	A-3 A-1 A-1	Regular broadcasts, Do, Emergency broadcasts,
	Upon receipt and on odd hour in- tervals.	2008	A-3	Do.
New York, N. Y. (NMY-2).	0400 and 1600 Upon receipt and on even hour in- intervals,	474 474	A+2 A-2	Regular broadcasts. Emergency broadcasts.
New York, N. Y. (NMY)	0400 and 1600. Upon receipt and on odd hour in- tervals.	2008 2008	A-3 A-3	Regular broadcasts, Emergency broadcasts
Baltimore, Md. (NMN-7)	1748. Upon receipt and on even hour in- tervals.	2098 2098	A-3 A-3	Regular broadcasts. Emergency broadcasts
Norfolk, Va. (NMN)	0430 and 1630 0400 and 1600	2698 464	A-3 A-1	Regular broadcasts.
	Upon receipt and on even hour in- tervals.	464	A-1	Emergency broadcasts
	Do	2008	A-3	Do.
Charleston, S. C. (NMB)	0548 and 1748	2698	A-3	Regular broadcasts.
	0430 and 1630 Upon receipt and on odd hour in- tervals.	425 425	A-1 A-1	Do. Emergency broadcasts
	Upon receipt and on even hour in- tervals.	2608	A-3	Do.
Jacksonville, Fla. (NMV),	0500 and 1700. Upon receipt and on odd hour in- tervals.	2008 2008	A-3 A-3	Regular broadcasts. Emergency broadcasts.
	Do	464	A-1	Do.
Miami, Fla. (NMA)	0100 and 1000. Upon receipt and on even hour in- tervals.	482 482	A-2 A-2	Regular broadcasts. Emergency broadcasts.
Key West, Fla. (NOK)	0418 and 1618. Upon receipt and on even hour in- tervals.	2698 2698	A-3 A-3	Regular broadcasts. Emergency broadcasts.
St. Petersburg, Fla. (NOF).	0518 and 1718. Upon receipt and on even hour in- tervals.	2608 2608	A-3 A-3	Regular broadcasts. Emergency broadcasts.

Station and call letters	Time (G. C. T.)	Frequency (ke)	Emis- sion	Nature of broadcast
Mobile, Ala. (NOQ)	0530 and 1730 Upon receipt and on odd hour in- tervals.	2698 464	A-3 A-1	Regular broadcasts, Emergency broadcasts.
	Upon receipt and on even hour in- tervals.	2698	A-3	Do.
New Orleans, La. (NMG)	0400 and 1600 Upon receipt and on even hour in- tervals.	448 448	A-2 A-2	Regular broadcasts. Emergency broadcasts.
Galveston, Tex. (NOY)	0400 and 1600 Upon receipt and on even hour in-	2608 425	A-3 A-1	Regular broadcasts. Emergency broadcasts.
	tervals.	2098	A-3	Do.
San Juan, P. R. (NMR)	0306 and 1500	2698	A-3	Regular broadcasts.
and the contract of the contra	0330 and 1530	127	A-1	Do
	Upon receipt and on even hour in- tervals.	127	A-1	Emergency broadcasts.
	Upon receipt and on odd hour in- tervals.	2098	A-3	Do.
Long Bouch Call (N.MO)	0400 and 1600	425	A-1	Regular broadcasts.
Long Beach, Calif. (NMQ).	0400 and 1600	2698	A-3	Do.
	Upon receipt and on odd hour in-	2008	A-3	Emergency broadcasts.
	tervals. Upon receipt and on even hour in- tervals.	425	Λ-1	Do.
Monterey, Calif. (NOJ)	0448 and 1648	2008	A-3	Regular broadcasts,
	Upon receipt and on even hour in- tervals.	2608	A-3	Emergency broadcasts.
San Francisco, Calif. (NMC-2).	0400 and 1600, Upon receipt and on even hour in- tervals.	418 418	A-2 A-2	Regular broadcasts. Emergency broadcasts.
San Francisco, Calif. (NMC),	0418 and 1618 Upon receipt and on odd hour in- tervals.	2698 2698	A-3 A-3	Regular broadcasts. Emergency broadcasts.
Westport, Wash. (NOV)	0400 and 1600	480	A-1	Regular broadcasts.
tissiford trade area ()=1	0500 and 1700. Upon receipt and on even hour in-	2698 480	A-3 A-1	Do. Emergency broadcasts.
2 - 5 - 5 - 5	Do	2605	A-3	Do.
STATE OF ASSESSED	The state of the s	103556	4.4	Describes becoming to
Seattle, Wash. (NMW)	0400 and 1600	425 2608	A-1 A-3	Regular broadcasts, Do.
	tervals.	425	A-1	Emergency broadcasts.
	Do	2698	A-3	Do.
Ketchikan, Alaska (NMJ)	0530 and 1730	410	A-1	Regular broadcasts.
	0530 and 1730.	2698	A-3	Do.
	Upon receipt and on even hour in- tervals. Do	410 2698	A-1 A-3	Emergency broadcasts. Do.
	D0	2008	A-6	100
Honolulu, T. H. (NMO)	0930 and 2130 Upon receipt and on odd hour in- tervals.	2698 2698	A-3 A-3	Regular broadcasts. Emergency broadcasts.
	Do	425	A-I	Do.
		-		-

### **Bell System Coast Harbor Stations**

Station	Call letters	Fre- quency (ke)	Present G. C. T. schedule
Boston, Mass	(WOU)	2506	0420-1620
New York, N. Y	(WOX)	2522	0350-1558
Wilmington, Del	(WEH)	2558	0430-1630
Norfolk, Va	(WGB)	2538	0400-1600
Charleston, S. C.	(M10)	2566	0400-1600
Miami, Fin	(WDR)	2514	0400-1600
Tampa, Fla	(WFA)	2550	0400-1600
New Orleans, La	(WAK)	2598	0400-1600
Galveston, Tex	(KQP)	2530	0100-1830
San Pedro, Calif.	(KOU)	2566	0400-160
San Francisco, Calif.	(KLH)	2506	0430-1630
Eureka, Calif	(KOE)	2506	0448-164
Portland, Oreg	(KQX)	2598	0210-194
Seattle, Wash	(KOW)	2522	0200+1936
Astoria, Oreg	(KFX)	2598	0200-193

### **Hearing Units**

Coast Guard Merchant Marine Hearing Units and Details investigated a total of 1,581 cases during the month of June 1946. From this number hearings resulted involving 75 officers, and 316 unlicensed men. In the case of officers, 2 licenses were ordered revoked, 31 were suspended, 32 were suspended on probation, 5 were voluntarily surrendered, 2 were closed with admonitions, and 6 cases were dismissed. Of the unlicensed personnel, 17 were revoked, 172 were suspended, 118 were suspended on probation, 55 were voluntarily surrendered, 4 closed with admonitions, and 14 dismissed after hearing.

# IT PAYS TO BELIEVE IN SIGNS

#### WARNING

No open lights No smoking No visitors

This sign confronts everyone boarding a tank vessel while transfer operations are in progress. The requirement that such a sign be posted is found in the general safety regulations (Sections 35.4-1 to 35.4-6) of the Coast Guard publication entitled "Tank Vessel Regulations." Violations of these safety rules have resulted, over and over again, in explosions and fires, deaths and injuries. and sometimes complete loss of vessels. Strict adherence to these safety rules will, on the other hand, yield dividends to the seaman in the form of freedom from fear of unexpected and disastrous casualties.

Other sections of "Tank Vessel Regulations" prescribe the requirements for hulls, machinery and equipment, for lifesaving and fire-fighting equipment, what cargo may be carried and how it is to be carried, etc., on tank vessels. All these regulations are the product of years of practical research and experience which have combined to give to the American seaman the safest tankers afloat. Yet. it's something like having a new, sleek and shiny, automobile delivered to your door. You go out to look it over; hydraulic brakes, safety glass, durable tires-another product of years of practical research and experience. When you go aboard and start down the road, all these features will have no meaning if you disregard the red lights, stop signs, curves, and disobey all the other other general safety rules established for your protection. The fate of the reckless driver is certain-a disastrous casualty. The fate of those who neglect the general safety rules on tankers is even more certain. When a source of ignition is supplied to explosive fumes, the result is a fire or an explosion, or both. We couldn't have gasoline engines if this physical phenomenon did not hold true.

The posted warning sign went unheeded recently and a casualty resulted. A scow operating on the Western Rivers had been tied up outboard of a tank barge on which transfer operations were being conducted. The deckhand from the tug towing the scow picked up two oil signal lanterns and walked toward the head of the scow. In so doing, he stepped over onto the deck of the tank barge. There was an immediate ignition of the gasoline fumes and in the fire the deckhand was, fortunately, only

burned. We say "fortunately." but our records only disclose that he was burned and did not die; we don't know whether, because of his injuries, he will ever walk again, if he will again be able to see or use his hands—any such result is a terrible price to pay for a moment's laxity in observing the general safety rules.

The general safety rules are simple and as listed in sections 35.4-1 to 35.4-6 of "Tank Vessel Regulations" pro-

vide instructions as to:

 Display of warning signals and signs when transfer operations are being conducted.

2. The use of safety matches and

the prohibition of smoking.

- The use of flame screens when cargo tank hatch covers or ullage holes are open.
  - 4. The use of nonsparking tools.

5. The provision for fresh air

breathing apparatus.

Do you remember what the rules say about these items? Check with your copy of the regulations to be certain and while you're at it, read the short section on "Cargo Handling" which follows and compare it with operations conducted on board your ship. This review will increase familiarity with these safety regulations and conveys a feeling of safety and security in doing hazardous work by the knowledge that he is doing the job right.

# reau of Marine Inspection and Navigation to the Coast Guard

SPEECH

OF

HON. SCHUYLER OTIS BLAND

OF VIRGINIA

In the House of Representatives Friday, June 28, 1946

Mr. BLAND. Mr. Chairman, plan No. 3 includes the transfer of the duties and functions of the Bureau of Marine Inspection and Navigation to the Coast Guard. I am in favor of that transfer.

The purpose of the transfer is to insure the best administration of measures looking to the safety of navigation and the protection of human life upon the oceans, lakes, and inland waters.

When the 13 States first became united there were only 12 lighthouses upon the Atlantic coast, all built by the individual States and precariously supported by lotteries or local taxes on shipping. The first lighthouse on the Great Lakes was built in 1818; the first

on the Pacific coast was built in 1854. Not until 1850 was our system of buoyage standardized and made uniform in all ports by act of Congress, Buoys on the western rivers were nonexistent until 1874.

The administration of lighthouse service was initially in the hands of the collectors of customs, then under the Commissioner of Revenue or the Treasury Department, subsequently placed under a Lighthouse Board in the Treasury Department, from there transferred to the Department of Commerce in 1903, and finally to the Coast Guard in 1939.

The various Federal agencies in the maritime safety field overlapped in many directives. Consolidation of agencies improves safety, affords better organization, more highly trained personnel, greater efficiency in service, and more far-reaching economy of operation. Opportunity is afforded for a higher degree of intelligent, efficient, and forward-looking administration with a continuity of policy.

Such an agency should be intimately acquainted with the industry it is to serve, protect, and police.

In dealing with vessels on the oceans, the lakes, and rivers, from the largest liners to the smallest motorboat, the safety agency must be able to evaluate the risks and the problems in all of the varying conditions under which they operate. The diversity of these conditions is shown by the fact that in the year ending June 30, 1945, annual inspections had been made of 5,320 ocean and coastwise craft, 2,430 in lakes, bays, and sounds, and 1,970 on inland waters.

The Coast Guard is peculiarly qualified for the work of inspection in all of its phases. Its vessels have been putting to sea on police or rescue missions under extreme weather conditions since the inception of the service. The Coast Guard contains capable engineers, constructors, and radio technicians. Through its experience with lifeboats, it is well qualified to pass upon boat equipment carried on board, to pass upon fire fighting and fire protection.

The Coast Guard is a military type organization with large experience in the administration of civil functions.

The Coast Guard is fully acquainted with the safety problems of shipping on all waters, oceans, lakes, and rivers.

It has been maintaining and establishing aids to navigation on all waters. Its ice breakers have been opening channels to prevent damage to frozen-in vessels and to keep traffic moving. It knows merchant ships, fishermen, and yachts. It has given them medical aid, warned them of

storms, towed them out of danger, or rescued them for years. Of all the Federal services no other has been so closely connected with oceans, lakes, or inland shipping as the Coast Guard.

The Coast Guard's policy is to promote a close association between the Coast Guard and all affected interests of the maritime industry so that the regulatory functions of the Coast Guard shall be intelligently administered and a harmonious relationship shall insure the attainment of best results with least burden to this vital industry.

The Coast Guard will endeavor to encourage all types of shipping to be safety conscious on their own initiative, mindful that self-discipline is the best discipline and that prevention is better than cure. The success of such a policy is illustrated in the formation of the Coast Guard Auxiliary, wherein thousands of motorboat owners, subject to only limited supervision under present statutes, have been encouraged by the Coast Guard to adopt of their own volition higher safety standards for their boats and to acquire greater professional skill for themselves.

The transfer should be made permanent now. The war has ended and places should be initiated and consummated at once for the postwar future. The present uncertainty is delaying efficiency and economy. Many new techniques can be inaugurated, new safety measures can be adopted, new plans can be promulgated, new devices developed, and new methods inaugurated.

No long-range planning is possible while the present uncertainty continues. Certain of the civilian personnel may, at their option, be commissioned, if qualified, and if not, or if they do not choose commissions, the civilian personnel may be continued in their civilian status.

In 1942 our merchant tonnage was approximately 12,988,615 tons as compared with approximately 36,687,547

In 1941, 136,788 seamen's documents were issued as against 318,448 for 1946.

If plan 3 should be rejected the Bureau of Marine Inspection and Navigation would revert to a bureau status, a number of administrative divisions would need to be created to care for the personnel, budget and supply needs of the new bureau. These are handled now by the Coast Guard as part of its over-all operations.

Failure to approve the plan necessitates re-creation of a bureau.

The Nation has now, for the first time, a single agency which is charged with the administration of all maritime safety procedures. The Coast Guard is organized along military lines for the better discharge of its maritime duties, and is fundamentally and basically a civilian arm of the Government. The Coast Guard has performed a splendid service and can do an even better job during the normal peace time operation of the merchant marine.

In support of the proposed transfer I contend:

First. That one agency of the Government should be charged with the complete responsibility of all phases of maintaining safety of life at sea and on the navigable waters of the United States. Since the Coast Guard has for many years been charged with all remedial phases and part of the preventive phases of such responsibility, it is logical and desirable that it be the agency to which all the functions of maritime safety should be assigned in the interest of efficient operation, greater economy, and good government.

Second. That the Coast Guard is the only civilian agency equipped with facilities and knowledge for proper and adequate administration or discharge of the maritime safety function without requiring the services and assistance of any other agency or department.

Third, That economy can be achieved by the elimination of another agency performing similar duties. Under the law the Coast Guard is required to assist in the discharge of the maritime safety functions in any case, and by transferring them to the service it lodges all responsibility in one agency where it properly belongs, thus avoiding duplication of offices since only one maintenance staff and a reduced number of facilities are necessitated.

Fourth. That the Coast Guard brings to the problem a trained corps of officers and men, who augmented with the personnel of the former Bureau of Marine Inspection and Navigation, have demonstrated during the difficult war years the ability to provide under adverse conditions progressive leadership in the maritime field. This augurs capable and understanding administration of the problems connected with the merchant marine in the future.

Fifth. That the transfer of the merchant marine inspection functions to the Coast Guard was accomplished in 1942 by virtue of the Executive Order 9083, under the War Powers Act, and it is desirable that this transfer be made permanent at the earliest possible date in order that the personnel of the Coast Guard, particularly that transferred from the former BMIN under the Executive order, can be as-

sured of their status. Further, the lack of permanency in the transfer precludes long-range planning on the part of the Coast Guard for the proper and effective administration of the inspection functions.

### TOO MANY RULES

A question recently received from a prominent admiralty firm in New Orleans, La., is typical of those which must be answered frequently at Coast Guard Headquarters under the present complicated multiple system of rules of the road to prevent collisions. The question asked sounds simple enough and it was, "What rules of the road apply in the Gulf Intracoastal Waterway between New Orleans, La., and Brownsville, Tex." The answer to this question is of direct daily interest to the hundreds of operators, towboat men, and others who navigate tugs and barges along this 700-mile waterway (more than 1,100 miles to St. Marks, Fia.). which is a combination of rivers, creeks, bayous, artificial canals, and salt water inlets. The answer to the question was not, and is not, so simple.

In 1889 the present International Rules were adopted by a congress of nations for all vessels on the high seas, and adopted for this country by statute in 1897. Article 30 of these rules provides that, "Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river, or inland waters." Under this authority, the same year Congress passed the present Inland Rules, and the Act of June 7, 1897, says that they apply on all the inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries, and are hereby declared special rules duly made by local authority.

Section 2 of this act provided for the Pilot Rules to supplement the Inland Rules, and to apply in the same waters, in the following language:

waters, in the Iohowing language:

"Size, 2. That the Board of Supervising Inspectors of Steam Vessels shall establish such rules to be observed by steam vessels in passing each other and as to the lights to be carried by ferryboarts and by barges and canal boats when in tow of steam vessels, and as to the lights and day signals to be carried by vessels, dredges, of all types, and vessels working on wrocks by (or) other obstruction to mavigation or moored for submarine operations, or made fast to a sunken object which may drift with the tide or be towed, not inconsistent with the provisions of this act, as they from time to time may deem necessary for safety, which rules when approved by the Secretary of Commerce are hereby declared special rules duly made by local authority.

as provided for in article thirty of chapter eight hundred and two of the laws of eighteen hundred and ninety. Two printed copies of such rules shall be furnished to such ferrylsents, harges, dredges, canni beats, vessels working on wrecks, and steam vessels, which rules shall be kept posted up in conspicuous places in such vessels, barges, dredges, and boats."

Under Executive Order No. 9083, effective 1 March 1942, the entire inspection authority, including the making and amending of Pilot Rules, was transferred to the Commandant of the Coast Guard for the duration of the war and 6 months thereafter. The recent adoption of the President's Reorganization Plan No. 3 has, of course, made this transfer permanent.

The Great Lakes and their connecting and tributary waters, and rivers emptying into the Gulf of Mexico and their tributaries, are covered by separate Congressional statutes, the first known as Great Lakes Rules, approved 8 February 1895, and the second as Western Rivers Rules, effective in its amended form 3 March 1897. As in the case of the other inland rules, these statutes are supplemented by corresponding Pilot Rules, formulated in the beginning under the Act by the Board of Supervising Inspectors, and now, like the coastal Pilot Rules, under the authority of the Commandant of the Coast Guard.

Thus we see that the answer to our question involves the use of two acts of Congress and two regulatory sets of pilot rules, the latter now formulated under authority of the Commandant of the Coast Guard. To put that answer as concisely as possible, it means that under present law the Inland and Pilot Rules for Certain Inland Waters apply upon all portions of the Gulf Intracoastal Waterway except where that waterway crosses or follows a river whose waters empty directly or indirectly into the Gulf of Mexico; and vessels navigating such rivers or parts of them must be governed by Western Rivers Rules and Pilot Rules for Western Rivers.

If we leave out of consideration parts of the various creeks, bayous, and inlets whose waters contribute to the present Gulf Intracoastal Waterway, on the grounds that Congress did not mention creeks, bayous, and inlets, but only rivers, as subject to Western Rivers Rules, we must still cross or follow no fewer than 10 rivers west of New Orleans, an average distance apart from the Atchafalaya to the Colorado of less than 38 miles. A pilot who obeys the law must shift from Inland and Pilot Rules for Certain Inland Waters to Western Rivers Rules and Pilot Rules for Western Rivers, and back again, at least that many times in a single trip of something less than 400 miles.

Leaving Harvey Locks at New Orleans under Inland and Pilot Rules for Certain Inland Waters our law-abiding vessel proceeds to mile 95.5, where she enters the Atchafalaya River. Under Western Rivers Rules and Pilot Rules for Western Rivers she proceeds to mile 98.2, a distance of 2.7 miles, where the Intracoastal Waterway leaves the Atchafalaya. Incidentally, the Atchafalaya River above this point forms part of the Plaquemine-Morgan City Waterway, ap-proximately from mile 54, and this stretch must likewise be under Western Rivers Rules and Pilot Rules for Western Rivers, though the balance of the Plaquemine-Morgan City Waterway is under Inland and Pilot Rules for Certain Inland Waters.

Leaving the Atchafalaya River and entering the dredged cut, our vessel proceeds hopefully under Inland and Pilot Rules for Certain Inland Waters for nearly 60 miles, when she again shifts to Western Rivers Rules and Pilot Rules for Western Rivers at mile 159.1, where she enters the Vermilion River. This time she finds herself in a western river for only a mile and three-tenths, when she again reverts to Inland and Pilot Rules for Certain Inland Waters. Pursuing the inland tenor of her way for another 41 miles she encounters the Mermentau River at mile 201.7, and for approximately a mile is again avoiding collision under Western Rivers Rules and Pilot Rules for Western Rivers. Thirty-six miles of artificial canal in the best form follow under Inland and Pilot Rules for Certain Inland Waters, and then at mile 238.8 the canal joins the Calcasieu River, and Western Rivers Rules and Pilot Rules for Western Rivers take over for two and one-half miles. Twenty-three miles later our vessel again changes rules for the Sabine River, for she must proceed down that river from mile 264.7 to mile 272.4 to its mouth in Sabine Lake. Four and three-tenths miles of the unruffled waters of Sabine Lake are enjoyed under the benign provisions of Inland and Pilot Rules for Certain Inland Waters, but this peace of mind is not for long. At mile 276.7 (nearly) the Gulf Intracoastal Waterway crosses the Neches River and this, it may be pointed out, is really a stream of parts, By act of Congress it is under Western Rivers Rules and Pilot Rules for Western Rivers throughout its length, which includes a 30-foot channel for ocean ships as far up as Beaumont, Tex. The Gulf Intracoastal Waterway is affected only during the quarter mile crossing from the westerly end of John's Island to the GIW marker where the waterway enters the Sabine-Neches Canal. This canal and the Port Arthur canal are both, of

course, under Inland and Pilot Rules for Certain Inland Waters.

If our vessel is bound for Corpus Christi, she again proceeds under Inland and Pilot Rules for Certain Inland Waters to the Brazos River. However, if stopping enroute at Houston she makes a diversion in Galveston Bay and proceeds up the Houston ship channel. This channel is a deepening, widening, and straightening of the San Jacinto River and its tributaries, including Buffalo Bayou, which were navigable by seagoing schooners years before there was any canal. It is, therefore, clear that in the absence of any amendatory action by Congress, Western Rivers Rules and Pilot Rules for Western Rivers must apply to the head of navigation above Houston.

Resuming her voyage westward from Galveston Bay, our vessel proceeds under Inland and Pilot Rules for Certain Inland Waters to the Brazos River, about 5.3 miles westward of the Freeport Entrance Channel at mile 404. An interesting development at this point almost raises the question, "When is a river not a river?" It seems that the construction of the port of Freeport, Tex., included the building of a dam in the Brazos River above the city, the diversion of the river through a new channel to the Gulf, and the dredging of a deep water ship channel on the site of the old river below the dam for vessels from the Gulf. Thus, the original river bed below the dam, renamed Freeport Entrance Channel. has become a tidal canal subject to Inland and Pilot Rules for Certain Inland Waters; while the diversion channel which crosses the Intracoastal Waterway 5.3 miles westward of the Freeport Entrance Channel is now called the Brazos River, and is in the jurisdiction of Western Rivers Rules and Pilot Rules for Western Rivers. Here, for a distance of approximately 200 yards, where the Gulf Intracoastal Waterway crosses the new Brazos at mile 404, a quick shift in the rules again must be made. If our vessel will remember that there

is a dam in the Brazos at Freeport, she might properly dam it at the second crossing for the additional complication in the rules.

From the Brazos River she remains under Inland and Pilot Rules for Certain Inland Waters only a little more than four miles. At mile 408.3 the Gulf Intracoastal Waterway crosses one mouth, and follows another, of the San Bernard River for a total distance of approximately 250 yards. Here again, and throughout the San Bernard Waterway, which extends as a branch of the Gulf Intracoastal Waterway for some miles into the interior, Western Rivers Rules and Pilot Rules for Western Rivers apply. After an additional run of about 35 miles. the final double shift in rules occurs at the Colorado River, where the Gulf Intracoastal Waterway crosses it at mile 444, south of the village of Matagorda approximately 6 miles above its new mouth in the Gulf of Mexico. As in the case of the other rivers described, Western Rivers Rules and Pilot Rules for Western Rivers apply in the Gulf Intracoastal Waterway at this brief crossing and throughout the Colorado River branch of the Gulf Intraccastal Waterway. From the western bank of the Colorado to Corpus Christi the voyage is completed without further interruption under Inland and Pilot Rules for Certain Inland Waters.

In order to emphasize that the foregoing discussion of what might be termed acrobatics in rules of the road is not purely academic, let us consider briefly a few of the differences involved between Inland and Pilot Rules for Certain Inland Waters, and Western Rivers Rules and Pilot Rules for Western Rivers. While lack of space prevents a detailed analysis of passing whistles and fog signals here, the following table indicates the differences in lighting requirements for a tow consisting of a Diesel tug 80 feet in length and two barges, or scows, each 175 feet long, differences which must be carefully observed to avoid liability for improper lighting in case of collision:

#### 1. Tow Pushed Ahead

Type of Vessel	Inland and Pilot Rules for Certain Inland Waters	Western Rivers Rules and Pilot Rules for Western Rivers
Tut	20-point white masthead light forward, 22- point white after range light, red and green side lights.	Two 20-point white towing lights forward in a vertical line, red and green side lights.
Barnes	Red and green side lights on forward end of forward barge.	Red and green side lights on forward end of forward barge.
Scows	Same as barges	Same as barger

We have been discussing an actual question on rules of the road recently asked and answered at Coast Guard Headquarters, and it is probable that the discussion up to this point has already provoked another question in the minds of many of our readers: "Why doesn't the Coast Guard do something about it?"

The answer is that the Coast Guard is already doing something about it. For more than 2 years a survey has

#### 2. Tow Astern in Tandem

Type of Vessel	Inland and Pilot Rules for Certain Inland Waters	Western Rivers Rules and Pilot Rules for Western Rivers
Tug	Three 20-point white towing lights forward, or three 32-point white towing lights alt; If towing lights forward, 32-point after range light may be carried; if towing lights aft, 20- point forward masthead light may be car- ried.	Two 20-point white towing lights forward in a vertical line; red and green side lights.
Barres F1	Red and green side lights on each barge; 12- point white stern light on each barge, except that on last barge two 32-point stern lights abreast.	Not provided. However, International Rules provide: Red and green side lights; 12-point white stern light on each barge. In absence of local rule, these lights are proper.
Scows	32-point white light at each end of each scow	32-point white light at each end of each seow

NOTE: As there is no longer a definite distinction between barges and seows on a river, Coast Guard Head quarters permits optional classification to owners. Generally speaking, a vessel which cannot be steered is classed for lighting as a seow.

### 3. Tow Alongside

Type of Vessel	Inland and Pilot Rules for Certain Inland Waters	Western Rivers Rules and Pilot Rules for Western Rivers
Tug	Two 20-point white towing lights forward or two 32-point white towing lights aft; if towing lights forward 32-point after range light may be carried; if towing lights aft, 20-point forward masthead light may be carried, red and green side lights.	Two 20-point white towing lights forward; red and green side lights.
Burges	If obscuring tug's side light, corresponding side light on outboard side of outside barge must be carried. (If tug's side light is not obscured, same light may be carried.)	If on starboard side of tug, starboard side light; if on port side of tug, port side light
Scows	if obscuring tug's side light, corresponding side light on outboard side of outside scow must be carried. If tug's side light is not obscured by tow, 32-point white light on each outboard corner of scow on either side is proper.	Not provided, but may be lighted as barges

### 4. Anchor Lights

Inland and Pilot Rules for Certain Inland Waters	Western Rivers Rules and Pilot Rules for Western Rivers
Each ressel under 150 feet: One 32-point white light forward, not over 20 feet above the hull.	Each reases, any length: One 32-point white light in globular lantern 8 inches in diameter.
Each ressel 150 feet and upwards: One such light forward 20 to 40 feet above hull; one such light at ar near stern at least 15 feet lower.	

been carried on at Coast Guard Headquarters, and conditions in 46 States and 20 foreign countries have been studied for the express purpose of obtaining data on the workings of the various rules of the road for preventing collisions on navigable waters. Some of the results of this survey will be presented in these columns as part of the Merchant Marine Council's educational program of collision prevention. From time to time hearings will be held, calculated to bring out informed maritime public opinion on the proper solution of such problems as this one of the Gulf Intracoastal Waterway. A committee appointed by the Commandant, USCG, nearly 2 years ago has been actively engaged in formulating the American proposals for changes in the International Rules, to be presented at the forthcoming Safety-at-Sea Convention, which is expected to be held in London early in 1947. This committee, which is widely representative of government and industry, and of all sections of the country, has nearly finished its pre-convention work.

The Merchant Marine Council, under the Commandant, expects to work out many of the details involved in removing ambiguities and discrepancies from the various Pilot Rules, and in eliminating, insofar as acceptable to the districts concerned, conflicts in these rules where they effect overlapping traffic which operates in more than one jurisdiction. The Council's primary objective in proposing such changes will be reduction in the number of collisions and consequent greater safety of life and property.

However, the Coast Guard has no direct authority in this matter except the authority of the Commandant over the pilot Rules.

# Special Regulations for Port of New York

The Captain of the Port, New York. N. Y., issued special regulations for the guidance of shipping in the Port of New York, in an order dated 6 September 1946 and published in the Federal Register on 11 September 1946, 11 F. R. 10041. These regulations complement other regulations published in 33 C. F. R., part 6. They describe how the Captain of the Port may be reached, special restrictions in Gravesend Bay Anchorage, Lower Bay Anchorages, Newark Bay Anchorages, Upper Bay Anchorages; restrictions on movement of vessels navigating the Arthur Kill and New York Harbor; and requirements for vessels carrying explosives.

The regulations were published in Subpart B, Special Regulations for Certain Localities, in Part 6, Security of Ports and the Control of Vessels in the Navigable Waters of the United States, in Chapter I of Title 33, Code of Federal Regulations. The headings of the sections read as follows:

6.003-1 Captain of the Port, New York, N. Y.; obtaining special permission.

6.003-2 Anchorage and restricted areas; Gravesend Bay Anchorage, N. Y.

6.003-3 Anchorage and restricted areas; Lower Bay Anchorages, N. Y.

6.003-4 Anchorage and restricted areas; Newark Bay Anchorages.

6.003-5 Anchorage and restricted areas; Upper Bay Anchorages, N. Y.

6.003-6 Movements of vessels within Port of New York, restrictions.

6.003-7 Vessels carrying explosives within Port of New York.

For further information regarding these regulations, the Captain of the Port, New York, N. Y., may be reached at the United States Coast Guard, 42 Broadway, New York 4, N. Y., or by calling WHitehall 3-2300, extension 285 or 295.

## Foreign Flag Vessels Docking in the United States

Agents of all foreign flag vessels are required to give accurate and timely information to the Captain of the Port as to the exact piers that foreign flag vessels will be docked upon arrival in the United States. The vessel will be required to adhere strictly to the schedule filed with the Captain of the Port and such a vessel shall not proceed to another pier without prior approval of the Captain of the Port except in great emergency.

This requirement for foreign flag vessels was added to the regulations in Part 6 of Title 33, Code of Federal Regulations, in an order approved by the President on 9 September 1946 and published in the Federal Register of 11 September 1946, 11 F. R. 10043. The regulation dealing with the movement of all vessels, foreign and domestic, reads as follows:

§ 6.9 Supervision of vessel's movement.

(a) The movement of any vessel between points within the area of a port shall be under the supervision and control of the Captain of the Port.

(b) Agents of all foreign flag vessels shall give accurate and timely information, to the Captain of the Port, as to the exact piers such vessels will be docked upon arrival, and such schedule strictly adhered to; i. e., that once an agent has indicated that a foreign flag vessel will dock at a certain pier, such vessel shall not proceed to any other pier, without prior approval of the Captain of the Port, except in great emergency, in which event the Captain of the Port shall be immediately notified of the facts and circumstances applicable to the case.

# LESSONS FROM CASUALTIES

# Sailing Directions Should Be Consulted

Two recent cases of groundings in the vicinity of Matanilla Shoal have come to the attention of the Coast Guard. Matanilla Shoal lying off the northwest point of Little Bahama Bank is marked by Matanilla Shoal Lighted Whistle Buoy M. S., and has a flashing white light visible 9 miles.

In one instance the vessel, a tanker in ballast, was en route from the Delaware Capes to a Gulf port. In the other case the vessel was en route from a Canadian port to the Gulf of Mexico.

The officers of the tanker during the evening preceding the grounding had obtained fixes from star sights although there was a discrepancy of 5 miles between that of the chief officer and that of the master, the mas-ter's being to the eastward. The vessel was placed on a course for Matanilla Shoal Buoy and ran at full speed of approximately 17 knots during the night. In the morning an extra lookout was stationed to watch for the buoy as there was a surface haze which reduced visibility. Before the buoy was sighted the vessel grounded and when the haze cleared away the buoy was seen about 11/2 miles away in a northwesterly direction,

On board the second vessel the officers obtained a fix by the sun at noon of the day preceding the grounding; however no star sights were obtained that evening. The vessel maintained its course and speed of 15½ knots until it grounded at about 4:51 a.m. well to the eastward of the buoy.

In both cases had close attention been given to the information contained in the U. S. Coast Pilot, it is probable that the groundings would have been avoided. It is well known that Matanilla Shoal Buoy is difficult to find, owing to atmospheric conditions and tricky currents in the vicinity and mariners are warned not to get too close to the shoal. Courses are recommended for vessels running from north of Cape Hatteras to the Straits of Florida which give the buoy a berth of at least 20 miles.

The following is quoted from the U.S. Coast Pilot, section D, pages 49-50 for vessels using the outer route:

Cape Hatteras to Jupiter Inlet Lighthouse, Fla., outer route.

Course 1 to 2—This course crosses the Gulf Stream. Under ordinary conditions an average allowance should be made for a 1-knot current setting 45° true for the entire run; with northeasterly winds there may be practically no current, while southerly, and especially southwest, winds may increase it considerably. Observations should be obtained as often as possible.

Course 2 to 3-There is uncertainty as to the currents that may be expected on this run. It is probable that a Gulf Stream set of 0.5 knot against the yessel and, as the Bahama Bank is approached, possibly some easterly drift also will be experienced. With northeasterly winds it is stated that a southwesterly set of 0.5 knot has been experienced. This and the easterly set mentioned are the dangerous ones to guard against in order not to overrun and get too close to Matanilla Shoal. Observations should be obtained as often as possible. The establishment of radio beacons and radio direction-finder stations on the Florida coast has greatly facilitated the fixing of position, and their use should not be neglected by vessels in this area. In case of doubt from about latitude 28° N., vessels can stand westward and watch the lead carefully to pick up the edge of the bank on the Florida coast northward of Jupiter.

Course 3 to 4—This course leads across the Gulf Stream for Jupiter Inlet Lighthouse. Matanilla Shoal, marked by Matanilla Shoal Lighted Whistle Buoy M S, should be given a wide berth. On this course an allowance should be made for a northerly current, averaging about 2½ knots for the entire run of about 80 miles. It will, therefore, be necessary to shape the course for a position some 8 or 10 miles southeastward of Jupiter Inlet Light to allow for the northerly set. When fixing the position by bear-

ings on the light, keep in mind that while outside the 100-fathom (183 m.) curve the vessel is probably in the full strength of the Gulf Stream, where the northerly current may average a velocity of 4 knots. If the light is on the starboard bow, the vessel will be much closer to it than indicated by the distance run between the successive bearings on it.

The courses given in the table must be corrected for current.

### Courses and distances, Cape Hatteras to Jupiter Inlet, Fla., outer route

		Course	775.4
	True	Magnetic	Distance
1. Diamond Shoal Lightship, bearing 240° true, distant 5.0 miles; 1 to 2. 2. Latitude 35°00′ N., longitude 75°36′ W.; 2 to 3	188 21034 219	S. by W.4s W. SSW, 3s W. SW. 5s S.	Nautical Miles 129. 0 348. 5 81. 2

### The Wages of Carelessness

All the elements necessary for a disastrous explosion were present; a hundred gallons of gasoline had leaked into the bilges; the vapors from this gasoline had spread throughout the interior of the vessel; and there was a gasoline-driven, double-duty generator on board, which, if used to pump out the bilges, offered a source of ignition to the vapors.

This was the situation faced by the captain of a yacht one recent summer morning. The gasoline he had ordered from a local dispenser of marine supplies was then being pumped on board. During the refueling operations, the dock pumpman, who had heard sounds of leakage from below, shut down the gasoline pump and went into the engine room to investigate the cause of the apparent leak. He found the starboard tank leaking badly and, by comparing the amount of fuel he had unloaded with the amount in the tank. he estimated that at least a hundred gallons had leaked into the bilges. Before resuming refueling operations, the pumpman insisted to the captain that the bilges be pumped out and went on the dock to borrow a pump for that purpose. The only pump available was an electric pump which he refused because of the danger it offered as a possible source of ignition to the gasoline vapors.

When he had left the yacht, the gasoline driven generator was in operation at slow speed charging batteries; as he returned he observed that the captain had apparently switched the generator over and that it was now being used to pump out the bilges. Nearing the yacht he heard, in rapid sequence, the speed of the generator suddenly increase, a loud exhaust explosion followed almost instantaneously by a tremendous explosion from the interior of the yacht, and saw an immediate outburst of fire. The cas-

ualty caused fatal burns to the captain of the yacht, serious burns to two other persons on board, and complete loss of the vacht.

The course that a SAFETY MINDED, reasonable, and prudent man would take to empty the bilges would have been to shut down all machinery offering a possible source of ignition to the gasoline fumes, take necessary precautions against possible asphyxiation, and then use a hand pump to bail the gasoline out of the bilges, being careful not to provide a source of ignition to the explosive vapors. The master, by his actions in this casualty, violated the very fundamentals of the rules for the safe handling of gasoline. Scientific studies have shown that a half pint of gasoline vaporized in a confined space may create a potential explosive power of 5 pounds of dynamite. This yacht had an estimated 100 gallons of gasoline in its bilges. No one would handle a ton and a half of dynamite in a careless manner. In this case a source of ignition was voluntarily offered to vapors rising from 100 gallons of gasoline having a potential explosive power of a large barrel of dynamite. It exploded. Very little imagination is needed to picture the havoc wreaked on this 88-foot yacht.

The Coast Guard has repeatedly emphasized the necessity of being SAFETY MINDED when operating gasoline-propelled craft. During the last 6 months of 1945, however, reports of 25 cases involving the explosions of gasoline vapors on board gasoline-propelled craft were received at Coast Guard Headquarters. The occurrence of such a large number of these accidents shows that all those who handle gasoline on vessels are not, as they should be, SAFETY MINDED.

It is hard to believe that the captain in this case was not aware of the danger involved in using the gasoline-driven generator while the gasoline vapors were so prevalent. He was a man of experience and had received several issues of a master's license. His attention had been directed to the vapors and the gasoline in the bilges. The only conclusion that can be drawn is that he thought he could take the chance; that he could get away with it; that other ships might have explosions, but not his. This frame of mind is well suited to a soldier ordered "over the top," but even his chances are better than the man who takes his life in his own hands by voluntarily offering a source of ignition to highly explosive gasoline vapors. In the interest of their own safety and property, operators of vessels having gasoline-driven machinery are urged to follow the basic rules of safety in gasoline-BE handling SAFETY MINDED-observe the following

1. Fuel tanks should be properly installed and vented.

2. Fueling should be completed before dark except in emergencies.

Whenever boat is moored at service station for fueling:

A. Do not smoke, strike matches, or throw switches.

B. Stop all engines, motors, fans, and devices liable to produce sparks.

C. Put out all lights and galley fires.

4. Before starting to fuel:

 See that boat is moored securely. B. Close all ports, windows, doors

C. Ascertain definitely how much

additional fuel the tanks will hold.

5. During fueling:

A. Keep nozzle of hose, or can, on contact with fill opening to guard against possible static spark.

B. See that no fuel spills get into hull or bilges.

6. After fueling is completed:

A. Close fill openings.

B. Wipe up ALL spilled fuel.

C. Open all ports, windows, doors and hatches.

D. Permit boat to ventilate for at least 5 minutes.

E. See that there is no odor of gasoline in the engine room or below decks before starting machinery or lighting fire.

F. Be prepared to cast off moorings as soon as engine starts.

The Coast Guard has available for distribution copies of the pamphlet entitled "Motorboat Regulations" which has, in addition to the regulations, excellent material on recommended practices for the care and safe operation of motorcraft. Copies of this pamphlet can be secured at the nearest Coast Guard Marine Inspection Office or upon request from the Commandant, U. S. Coast Guard, Washington 25, D. C.

# **APPENDIX**

# Amendments to Regulations

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

PART 6—CONTROL OF VESSELS IN THE NAVIGABLE WATERS OF THE UNITED STATES

SUBPART A-GENERAL REGULATIONS

Pursuant to the authority contained in section 1, Title II of the Espionage Act approved June 15, 1917 (40 Stat. 220, 50 U.S. C. 191), as amended by the Act of November 15, 1941 (55 Stat. 763, 50 U. S. C. 191c), and by virtue of Proclamation No. 2412, dated June 27, 1940 (3 CFR, Cum. Supp.), the regulations in Subpart A. General Regulations, and Subpart B, use and navigation of waters emptying into the Gulf of Mexico by vessels having explosives or other dangerous articles on board, are cancelled, effective upon publication of this order in the FEDERAL REGISTER, and are superseded by a new Subpart A. General Regulations, reading as follows:

#### SUBPART A-GENERAL REGULATIONS

Sec. 6.1 Definitions. 6.2 Enforcemen

6.2 Enforcement.
 6.3 Authority of the District Commander, U. S. Coast Guard.

6.4 Authority of the senior naval officer present.

6.5 Liability of owner, master, etc.

6.6 Boarding and searching.

6.7 Possession and control of foreign or domestic vessels.

6.8 Existing rules and regulations affirmed.

6.9 Supervision of vessel's movement.
6.10 Anchorage in cable or pipe line area.
6.11 Use of anchorage area restricted.

6.12 Requirements for anchoring, 6.13 Emergency anchorage.

6.14 Assignment and use of anchorage berth.

 6.15 Approval of special anchorage by United States District Engineer.
 6.16 Shifting of vessel in an anchorage.

6.17 Suitable anchorage for vessel on fire. 6.18 Congestion of anchorage area.

6.19 Condition of vessel a danger to waterfront facility.

6.20 Movement of vessel in dangerous condition.
 6.21 Danger resulting from abandon-

ment, disuse, etc., of vessel.

122 Use of established explosive anchorage areas.

623 Anchorage of vessels carrying inflammable liquids.

6.24 Assignment of anchorage berth by captain of the port. 6.25 Authority to load, unload or trans-

port Class A explosives.
6.26 Attendance of tug necessary.

Sec. 6.27 Where use of explosives is supervised by United States District Engineer.

6,28 General supervision.

6.29 Safety measures relating to explosives,

6.30 Identification of vessels carrying explosives.
 6.31 Obligation of master, owner, etc., of

 6.31 Obligation of master, owner, etc., of vessel carrying explosive cargo.
 6.32 Flash point of inflammable liquids.

6.33 Notice to captain of the port.

6.34 Removal of persons violating explosive regulations.

§ 6.1 Definitions. (a) The term "captain of the port" as used in this subpart, means the officer of the Coast Guard so designated by the Commandant of the Coast Guard for a port or ports or the adjacent navigable waters of the United States.

(b) The term "explosives" shall include, but shall not be limited to, explosives which are defined and described in the regulations of the Commandant of the Coast Guard entitled "explosives or other dangerous articles on board vessels" (46 CFR 146).

§ 6.2 Enforcement. The rules and regulations in this subpart shall be enforced by the captain of the port under the supervision and general direction of the District Commander, U. S. Coast Guard.

§ 6.3 Authority of the District Commander, U. S. Coast Guard. At ports or places where no captains of the port have been designated or at ports or places where they have been designated and such officers are absent from duty for any cause, the rules and regulations in this subpart may be enforced by any other officer designated by the District Commander, U. S. Coast Guard.

§ 6.4 Authority of senior naval officer present. In territorial waters of the United States where immediate action is required and where representatives of the Coast Guard are not present, or not present in sufficient force to exercise effective control of shipping as provided herein, the senior naval officer present in command of any naval force may control the anchorage or movement of any vessel, foreign or domestic, to the extent he deems necessary to insure the safety and security of his command.

§ 6.5 Liability of owner, master, etc. Nothing contained in the rules and regulations in this subpart shall be construed as relieving any vessel, common carrier, owner, shipper, master, person in charge, or other person from liability or penalty incurred by reason of the violation of any other regulations or of any law.

§ 6.6 Boarding and searching. The captain of the port may cause to be inspected and searched at any time any vessel, foreign or domestic, or any person or package thereon, within the territorial waters of the United States, may place guards upon such vessels and may remove therefrom any or all persons not specifically authorized by him to go or to remain on board.

§ 6.7 Possession and control of foreign or domestic vessels. The captain of the port, subject to the approval of the District Commander. U. S. Coast Guard, shall take full possession and control of any vessel, foreign or domestic, in the territorial waters of the United States, whenever it appears that such action is necessary in order to secure such vessel from damage or injury, or to prevent damage or injury to any harbor or waters of the United States, or to secure the observance of the rights and obligations of the United States.

§ 6.8 Existing rules and regulations affirmed. All existing rules and regulations of any department, agency, or instrumentality of the United States governing anchorage and movement of vessels in the territorial waters of the United States are hereby reaffirmed and continued in force during the period of the present war, except as modified by the rules and regulations in this subpart.

§ 6.9 Supervision of vessel's movement. The movement of any vessel between points within the area of a port shall be under the supervision and control of the captain of the port.

§ 6.10 Anchorage in cable or pipe line area. Except in cases of great emergency, no vessel shall cast anchor within a cable or pipe line area shown on government chart or shall secure to any pier, wharf, or vessel in such manner as to obstruct or endanger the passage of any other vessel in transit.

§ 6.11 Use of anchorage area restricted. No vessel shall occupy for a period longer than thirty days, unless a permit is obtained from the captain of the port for that purpose, any anchorage for which the time of occupancy is not otherwise prescribed in any applicable regulations. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to the navigation or anchorage of other vessels shall occupy an anchorage except in an emergency and then only for such period as may be permitted by the captain of the port.

§ 6.12 Requirements for anchoring. Whenever the captain of the port shall find such action to be necessary to protect the safety of any vessel, any or all vessels in any designated anchorage area shall anchor with two or more anchors. Every vessel in an anchorage area whose crew may be reduced to such number that it will not have sufficient men on board to weigh anchor at any time shall, before the release or reduction of the crew, be anchored with two anchors with mooring swivel unless the captain of the port shall waive the requirement of a mooring swivel. Anchors must not be placed outside the anchorage areas nor shall any vessel be so anchored that any portion of the hull or rigging will at any time extend outside the boundaries of the anchorage area.

§ 6.13 Emergency anchorage. Any vessel may, under circumstances of great emergency, anchor outside the anchorage areas but in so doing, such vessel must be placed near the edge of the channel and in such position as not to interfere with the free navigation of the channel or to obstruct the approach to any pier or to impede the movement of any other vessel and shall move away immediately after the emergency ceases or upon notification by the captain of the port when he finds that the safety of any vessel or the movements of commerce so require.

§ 6.14 Assignment and use of anchorage berth. A berth in an anchorage, if available, shall be assigned to any vessel by the captain of the port upon application and he may grant revocable permits for the continuous use of the same berth.

§ 6.15 Approval of special anchorage by United States District Engineer. Permits to anchor in channels within the limits of the waterways under the control of the captain of the port may be granted by that officer to wrecking plants or other vessels legally engaged in recovering sunken property or in laying or repairing legally established pipe or cable lines and to plants engaged in dredging operations, if approved by the United States District Engineer. No such permit will be required for plants engaged under the supervision of the United States District Engineers upon works for the improvement of rivers and harbors.

§ 6.16 Shifting of vessel in an anchorage. Whenever the captain of the port finds that the maritime or commercial interests of the United States or the security of any vessel or harbor so require, he is hereby empowered to shift the position of any vessel anchored or moored within an anchorage area or of any vessel anchored or moored outside an anchored or moored outside an anchored or moored outside an anchored.

age area including any vessel anchored or moored in such manner that he finds that she obstructs vessel movements in any channel or obstructs or interferes with range lights or obstructs or endangers the passage of vessels in transit by, or to, or from adjacent wharf property or impedes the movements of vessels entering or leaving adjacent slips. A vessel upon being notified to move or shift her position in accordance with the regulations in this subpart shall get under way at once or signal for a tug and shall change positions, as directed, with reasonable promptness.

§ 6.17 Suitable anchorage for vessel on fire. A vessel on fire, upon entering port, shall, at the earliest opportunity, notify the captain of the port, who shall designate the most suitable available anchorage.

Congestion of anchorage \$ 6.18 area. Whenever the captain of the port finds that the anchoring, mooring, or occupancy of space by any vessel or other watercraft of any kind in any anchorage ground or area by reason of its characteristics or condition including, but not limited to. her length, beam, or draft, interferes with the common convenience, results in the occupation by such vessel or craft of any unreasonable portion of the available space in any anchorage ground or area or is inimical to the maritime interests of the United States, the existing emergency, the safety of any vessel or craft, harbor or anchorage ground or area or results in congestion in any anchorage ground, or area, the captain of the port may require such vessel, or craft, to quit and depart from any anchorage ground or area, or may prevent or prohibit such vessel or craft from entering, occupying, or remaining in any anchorage ground or area.

§ 6.19 Condition of vessel a danger to water/ront facility. Whenever the captain of the port finds that the mooring of any vessel to a wharf, dock, pier, or other waterfront facility would endanger such vessel, or any other vessel, or the harbor, or would be inimical to the maritime interests of the United States or the existing emergency by reason of conditions existing on or about such wharf, dock, pier, or other waterfront facility including, but not limited to, inadequate guard service, insufficient lighting, fire hazards, inadequate fire protection, unsafe machinery, internal disturbance, or unsatisfactory operation, he may prevent the mooring of any vessel to such wharf, dock, pier, or other waterfront facility until the unsatisfactory condition or conditions so found are corrected and he may, in the case of a like finding after any vessel has been moored, compel the shifting

of such vessel from any such wharf, dock, pier, or other waterfront facility.

\$ 6.20 Movement of vessel in dangerous condition. Whenever the captain of the port finds that the movement of any vessel through or into any part of local waters would endanger such vessel or would be innimical to the maritime interests of the United States or the existing emergency by reason of dangerous navigation conditions within those waters or by reason of conditions on such a vessel including, but not limited to, fire hazards, unseaworthy condition of the hull, or unsafe machinery, the captain of the port may prevent such a vessel from proceeding through or into such waters until the unsatisfactory condition or conditions so found are. in his opinion, corrected and he may, in the case of a like finding after any vessel has entered such waters, compel the anchoring, mooring, or removal of such vessel from such waters.

§ 6.21 Danger resulting from abandonment, disuse, etc., of vessel. Whenever the captain of the port shall find that any vessel, barge, hulk, or other watercraft constitutes a fire hazard, a menace to navigation, a source of danger to other vessels, or the harbor, or is otherwise inimical to the maritime interest of the United States or the existing emergency by reason of abandonment, disuse, or neglect, he may compel the owner thereof to shift or remove any such vessel, barge, or other watercraft. If the captain of the port is unable to locate the owner or if the owner refuses to comply with his instructions for the shifting or removal of such vessel, barge, hulk, or other watercraft, the captain of the port may, after consultation with the District Engineer, United States Army, shift, remove, or destroy such vessel or hulk and take all other corrective measures which he shall find to be necessary. Notification by registered mail shall be given to the last recorded owner of such vessel. barge, hulk, or other watercraft prior to such action being taken by the captain of the port.

§ 6.22 Use of established explosive anchorage areas. Established explosive anchorage areas are reserved for vessels carrying explosives as cargo. Such areas shall not be used by vessels which do not carry explosives as cargo except in cases of great emergency or by special permit from the captain of the port. All vessels carrying explosives as cargo shall be within explosive anchorage areas when anchored, except as provided in § 6.27 of this subpart.

§ 6.23 Anchorage of vessels carrying inflammable liquids. A vessel carrying bulk inflammable liquid cargo such as petroleum products shall, when anchored, be at least 1,000 yards away from a vessel carrying explosives. The captain of the port may issue a permit to a vessel carrying inflammable or combustible liquids in bulk or other dangerous articles of cargo covered by the regulations entitled "explosives or other dangerous articles on board vessels" (46 CFR Part 146) and the regulations governing tank vessels (46 CFR Parts 30 to 38, inclusive), to anchor in an explosive anchorage area whenever such explosive anchorage area is not in use by a vessel carrying explosives as cargo.

§ 6.24 Assignment of anchorage berth by captain of the port. No vessel carrying Class A explosives as cargo in excess of 500 pounds or on which such explosives as cargo are to be loaded may proceed to an explosive anchorage area without first notifying the captain of the port. Upon such notification, the captain of the port, if he finds it is not adverse to the safety of the harbor, shall issue a revocable permit, without which no vessel may anchor in the explosive anchorage area, and shall assign to the vessel a berth in the explosive anchorage area, if one is available.

§ 6.25 Authority to load, unload, or transport Class A explosives. All vessels desiring to transport Class A explosives in excess of 500 pounds shall apply to the captain of the port for a permit to engage in such loading. unloading, or transportation. A permit shall be granted by the captain of the port if he finds that the vessel is seaworthy, and otherwise is in condition to safely handle, stow, and transport such cargo. No such vessel shall enter any explosive anchorage area or engage in loading, unloading, or transportation of such explosives without first having obtained a permit.

§ 6.26 Attendance of tug necessary. Every vessel not mechanically self-propelled which is at anchor, moored, or tied up in an explosive anchorage area while carrying Class A explosives in excess of 500 pounds as cargo shall have a tug in attendance unless such assistance is deemed unnecessary by the captain of the port.

§ 6.27 Where use of explosives is supervised by United States District Engineer. Sections 6.22, 6.25, and 6.26 shall not apply to vessels using explosives as follows: (a) on river and harbor works under the supervision of the United States District Engineer, (b) for other work under federal permit issued by the District Engineer, or (c) when anchored under written authority of the District Engineer.

§ 6.28 General supervision. The handling, loading, or discharging of explosives, inflammable, or combustible liquids in bulk or other dangerous articles or cargo covered by the regu-

lations entitled "explosives or other dangerous articles on board vessels" (46 CFR Part 146) and the regulations governing tank vessels (46 CFR Parts 30 to 38, inclusive) shall be under the supervision and control of the captain of the port.

§ 6.29 Safety measures relating to explosives. (a) No vessel carrying Class A explosives as cargo in excess of 500 pounds may move through any channel or waterway of a port without a permit issued by the captain of the port.

(b) The captain of the port may limit the quantity of Class A explosives that may be carried by any vessel while in port upon finding that a greater amount would be hazardous.

§ 6.30 Identification of vessels carrying explosives. Every vessel transporting, stowing, storing, or handling explosives as cargo, when in local waters, shall display by day a red flag at least 16 square feet in area at its masthead or at least 10 feet above the upper deck if the vessel has no mast; and by night shall display, when anchored or moored, a red light in the same position as specified for the flag.

§ 6.31 Obligation of master, owner, etc., of vessel carrying explosive cargo. Every vessel in the territorial waters of the United States carrying Class A explosives as cargo in excess of 500 pounds shall be at all times in charge of a competent person unless the captain of the port finds that such person in charge is not required for the security of the vessel or the adjacent navigable waters. It shall be the duty of such person to supervise all operations involving the handling, movement, and stowage of explosives on board the vessel.

§ 6.32 Flash point of inflammable liquids. No vessel with a cargo of gasoline or any other inflammable liquid possessing a flash point below 20 degrees Fahrenheit shall anchor in an anchorage area more than 12 hours without obtaining a permit from the captain of the port.

\$ 6.33 Notice to captain of the port. The violation of any regulation embraced in this subpart which governs the transportation or handling of explosives or other dangerous articles, shall be promptly reported to the captain of the port by the master, owner, agent, operator, or person in charge of the vessel on which such violation occurs. The captain of the port shall also be promptly notified by such master, owner, agent, operator, or person in charge of any vessel, of all accidents, fires, or explosions; leakage from or failure of containers of explosives; which occur in any port.

§ 6.34 Removal of persons violating explosive regulations. The captain of

the port is empowered to cause the removal from any vessel of any person or persons who violate any of the provisions contained in this subpart.

> JOHN W. SNYDER, Secretary of the Treasury.

Approved: August 22, 1946.

HARRY S. TRUMAN, The White House.

(11 F. R. 9450-9452, 28 Aug. 1946)

### TITLE 46-SHIPPING

# Chapter I—Coast Guard: Inspection and Navigation

Subchapter L-Overtime Services

PART 143—EXTRA COMPENSATION FOR OVERTIME SERVICES

#### MISCELLANEOUS AMENDMENTS

By virtue of the authority vested in me by section 6 of the act of May 27, 1936 (49 Stat. 1385; 46 U. S. C. 382b) and section 101, Reorganization Plan No. 3 of 1946 (11 F. R. 7875), the following amendments to the regulations are prescribed, effective upon the date of publication in the Federal Register:

Section 143.1 is amended to read as follows:

§ 143.1 Extra compensation; Coast Guard civilian personnel. Civilians assigned to the duties formerly assigned to local inspectors and their assistants, United States Shipping Commissioners and their deputies and assistants prior to Reorganization Plan No. 3 of 1946, and customs officers and employees, while performing duties in connection with the inspection of vessels or their equipment, supplying or signing on or discharging crews of vessels, at night or on Sundays and holidays, shall receive extra compensation to be paid by the Master, owner, or agent of the vessel to the local United States Collector of Customs or his representative. (See § 143.16.)

Section 143.3 is amended to read as

§ 143.3 Overtime earnings not basis for overtime under Federal Employees Pay Act of 1945. Overtime, Sunday and holiday services which are covered by payments under this part shall not also form a basis for overtime or extra pay under the Federal Employees Pay Act of 1945.

Section 143.5 is amended to read as follows:

§ 143.5 Night, Sunday, and holiday defined. (a) For the purpose of this part the word "night" shall mean the time between 5 p. m. of any day and 8 a. m. of the following day.

(b) The term "holiday" shall mean only national legal public holidays, viz., January 1, February 22, May 30, July 4, the 1st Monday in September, November 11, the 4th Thursday in November, December 25, and such other days as may be declared legal public holidays by an act of Congress or by an Executive Order of the President of the United States.

(c) The term "Sunday" shall include the first day of each calendar

Section 143.6 is amended to read as follows:

§ 143.6 Rate for night service. The rate of extra compensation for authorized overtime services performed at night on any week day is hereby fixed at one-half the gross daily rate of regular pay of the employee who performs the services for each 2 hours of compensable time, any fraction of 2 hours amounting to at least one hour to be counted as 2 hours. In computing the amount earned, each 2 hours is the time period for the purpose of computation, at least one hour means the minimum service in each period for which extra pay may be granted. If service continues beyond a 2 hour period, it must extend for at least one hour into the following 2 hour period to be entitled to extra pay for the second period. When the overtime extends beyond 5 p. m., payment of extra compensation from 5 p. m., for services consisting of at least one hour is authorized, even though such services may not actually begin until 7 p. m., 9 p. m., or later: Provided, That the officer rendering the service remained on duty from 5 p. m., in which case the time between 5 p. m., and the time of beginning the actual service shall be computed as waiting time: and where the actual services begin as late as 9 p. m., there should be an affirmative statement that the officer was required to remain on duty between 5 p. m., and 9 p. m., if a charge for waiting time is made. The maximum amount of extra compensation which may be paid an employee for services during one night shall not exceed two and one-half times the gross daily rate of his regular pay.

Section 143.7 is amended to read as follows:

§ 143.7 Rate for Sunday or holiday services. The rate of extra compensation for Sunday or holiday services is hereby fixed at twice the gross daily rate of regular pay of the employee who performs the service, for any and all services totaling an aggregate of not more than 9 hours, with 1 hour for food and rest, during the 24 hours from midnight to midnight of the Sunday or holiday including actual waiting time and time required for travel between posts of duty but not including other time not spent at the post of duty. This rate

shall apply regardless of the length of time served within the aggregate of the aforesaid 9 hours, whether it is served continuously or in broken periods, and whether it is served for one or more applicants. Services in excess of an aggregate of the aforesaid 9 hours performed during the 24 hours of a Sunday or holiday shall be compensated on the same basis as overtime services performed at night on a week day, the time between the completion of the aggregate of the aforesaid 9 hours and midnight being considered as the hours of a night. The maximum amount which may be paid an employee for services performed during the 24 hours of a Sunday or holiday shall not exceed four and one-half times the gross daily rate of his regular pay.

Section 143.11 is amended to read as follows:

§ 143.11 Proration of charges. If services are performed for 2 or more applicants during one continuous tour of overtime duty, the charge for the extra compensation earned shall be prorated equitably according to the time attributable to the services performed for each applicant.

Dated: August 27, 1946. (11 F. R. 9577-9578, 30 Aug. 1946)

#### CANCELLATION OF MISCELLANEOUS REGULATIONS

In the transfer of functions of the former Bureau of Marine Inspection and Navigation to the Coast Guard. I find that certain miscellaneous regulations promulgated or adopted by the Bureau of Marine Inspection and Navigation regarding functions since transferred to the Coast Guard are included in the regulations in 46 CFR. Parts 1 to 16, inclusive, which were not canceled or transferred from 46 CFR to 19 CFR, Chapter I, when the Bureau of Customs by an order approved May 25, 1943, established the "Customs Regulations of 1943" (8 F. R. 8099; 3 CFR, Cum. Sup.), and since the substance of these regulations has already been included in other Coast Guard regulations, I hereby cancel all regulations regarding functions transferred to the Coast Guard which are included in Parts 1 to 16, inclusive, of this chapter by virtue of the authority vested in me by Reorganization Plan No. 3 of 1946 (11 F. R. 7875). This cancellation of regulations shall in no way alter or amend regulations promulgated or adopted by the Bureau of Marine Inspection and Navigation regarding functions transferred to the Bureau of Customs which were formerly in Parts 1 to 16, inclusive, of 46 CFR and transferred to 19 CFR, Chapter L.

Dated: August 27, 1946 (11 F. R. 9639, 31 Aug. 1946)

# Navigation and Vessel Inspection Circular No. 74

Strict Compliance With Routing Instructions

UNITED STATES COAST GUARD Washington 25, D, C. 16 July 1946

1. The navigation and vessel inspection laws have been waived by the Secretary of the Navy in an order dated 19 March 1942 (7 F. R. 2478). as amended by the orders dated 23 September 1942 and 8 January 1946 (7 F. R. 7513, 11 F. R. 494), to the extent necessary to permit conformity with instructions and orders issued by a United States routing officer. commander of a sea frontier, or other competent naval authority of the United States or of any of the United Nations, providing for the better security of vessels. The large number of mine fields in various parts of the world still present a hazard to navigation and it will be a long time before such areas will be cleared.

2. The Navy Department has issued appropriate instructions to the forces affoat and the commandants of the naval districts to require strict compliance with routing instructions issued by proper authority and will report in detail every instance in which a merchant vessel is found not in

compliance.

3. Failure of any licensed master, officer, or certificated seaman to comply with routing instructions issued by proper authority shall be deemed misconduct within the meaning of R. S. 4450, as amended (46 U. S. C. 239), subjecting his license or certificate of service, as the case may be, to suspension or revocation in addition to any other penalties provided by law.

4. Navigation and Vessel Inspection Circulars Nos. 1 and 66 are hereby

canceled.

(Signed) J. F. FARLEY, Admiral, U. S. Coast Guard Commandant.

# No. 75

Numbering of Certain Undocumented Vessels Sold as Surplus by the United States Maritime Commission or War Shipping Administration

16 July 1946.

 Many of the smaller vessels which are declared surplus by any United States Government agency and sold by the United States Maritime Com-

mission or the War Shipping Administration may be subject to the Numbering Act of June 7, 1918, as amended (46 U. S. C. 288), and the regulations promulgated thereunder (46 C. F. R. 29.8). The Numbering Act requires that every undocumented vessel operated in whole or in part by machinery, owned in the United States, and found on the navigable waters thereof, except public vessels and certain vessels not exceeding 16 feet in length temporarily equipped with detachable motors, shall be numbered. The Numbering Act and the regulations may be found in the Coast Guard pam-phlet, "Motorboat Regulations," dated 15 March 1946, on pages 34 to 37, inclusive.

2. After the bids have been accepted by the Maritime Commission or the War Shipping Administration, the successful bidders are informed and the vessels are usually delivered to the purchasers before bills of sale, builders' certificates, or master carpenters' certificates and other necessary papers can be furnished. The Maritime Commission provides new owners with copies of "Sale Order" Form 7611, which authorizes the custodians of the vessels to make deliveries in accordance with the terms specified. The War Shipping Administration usually furnishes new owners with copies of "Certificate of Delivery of Vessel," which certifies that the vessels were sold and deliveries were made. Since the information on the Sale Order furnished by the Maritime Commission or the Certificate of Delivery of Vessel furnished by the War Shipping Administration does not contain all the necessary data required to issue a permanent certificate of award of number by the Commander of the Coast Guard district in which the vessel is owned, the Coast Guard will accept as prima facie evidence of ownership, a copy of either the Sale Order when signed by the proper officials of the Maritime Commission or a Certificate of Delivery of Vessel when signed by the proper officials of the War Shipping Administration, if no other condition or circumstance is present which indicates fraud, collusion, theft,

3. Where the Maritime Commission or War Shipping Administration cannot readily furnish information regarding the year in which the vessel was built, where, and by whom, or the number now on the vessel, the entries on the application, Form CG 1512, for "Built: year." "At," "By," or "Number now on vessel" shall be crossed out and the following indorsement showing title was declared in the United States Government and the vessel was sold by the United States Maritime Commission or War Shipping Administration at a certain

place and on a certain date shall be inserted in lieu of the entries crossed out. This indorsement shall read as follows:

Title was declared to be in the United States Government and the vessel was sold by\_\_\_\_\_

at (government agency)
on (date)

4. When the application, Form CG 1512, is indorsed in accordance with paragraph 3, then the same indorsement will be made on the Certificate of Award of Number to an Undocumented Vessel, Form CG 1513, and the items "year keel laid," "place built," and/or "builder" will be crossed out.

5. In order that the new owners may operate their vessels prior to receiving bills of sale and other documents from the Maritime Commission or the War Shipping Administration, a certificate of award of number will be issued. When all the papers possible are furnished the purchasers, they should immediately transmit same or copies thereof to the Commander of the Coast Guard district in which the vessel is owned, so that the record may be completed.

6. The directives set forth in this circular do not amend or change the present requirements for a bill of sale to be furnished by the United States Maritime Commission or War Shipping Administration on the forms they are now using. It is understood that the bill of sale on the back of the certificate of award of number to an undocumented vessel which was issued prior to the requisitioning of the vessel will not be executed in certain cases. Where the bill of sale on the certificate of award is not executed, then a bill of sale on the form used by the Maritime Commission or War Shipping Administration is required.

> (Signed) J. F. FARLEY, Admiral, U. S. Coast Guard, Commandant.

# No. 76

Mediterranean Routing Instructions and North East European Coastal Routing Instructions; Requirement for

26 August 1946.

1. The mining of a number of merchant vessels in the Mediterranean and along the North East European Coast has been attributed to the failure of their masters to have on board copies of Mediterranean Routing Instructions (MEDRI) and North East European Coastal Routing Instructions (NECRI). The Chief of

Naval Operations has requested that the Coast Guard take steps to assure that masters obtain copies of these publications, which are available at offices of Port Directors and Branch Hydrographic offices, before departing for these areas.

2. In the interest of safety and in view of the request from the Chief of Naval Operations, Shipping Commissioners are instructed, when signing on the crew of a vessel bound for the Mediterranean or North European Coast, to advise the master of the necessity for obtaining the latest edition of MEDRI and NECRI and to call to the master's attention the contents of Navigation and Vessel Inspection Circular No. 74 in regard to the penalties for failure to comply with routing instructions. Shipping Commissioners are further instructed to make an appropriate notation on the face of all copies of the shipping articles that the master was advised in this connection.

> (Signed) J. F. Farley, Admiral, U. S. Coast Guard, Commandant.

# Equipment Approved by the Commandant

DAVITS

Welin type "BB" boom davit, general arrangement Dwg. No. 3108-1, dated June 22, 1942, revised June 29, 1942, working load of 7,700 pounds per arm, submitted by Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J.

Welin type AA crescent aluminum sheath screw davit, general arrangement Dwg. No. 3070-3, dated February 13, 1946, working load of 3,000 pounds per arm, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J.

Welin type CA crescent aluminum sheath screw davit, general arrangement Dwg. No. 3071-2, dated February 8, 1946, altered March 8, 1946, working load of 5,850 pounds per arm, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J. (11 F. R. 8836, 15 Aug. 1946)

#### HAND-PROPELLING GEAR

1943 Model Allen hand-propelling gear, Dwg. No. 110, dated April 16, 1943, submitted by Allen Manual Motors, San Francisco, Calif. (11 F. R. 8836, 15 Aug. 1946)

#### LIFEBOAT

20' x 6.0' x 2.67' wood oar-propelled lifeboat, 19-person capacity, general arrangement Dwg. No. 1492, alteration No. 1, dated June 24, 1946, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J. (11 F. R. 8836, 15 Aug. 1946.)

# Approval and Termination of Approval of Equipment

By virtue of the authority vested in me by R. S. 4405, 4417a, 4426, and 4470, as amended, 49 Stat, 1384, 1544, 54 Stat. 1028, sec. 5 (e), 55 Stat. 244 (46 U. S. C. 367, 369, 375, 391a, 404, 463, 463a, 50 U. S. C. 1275), and section 101 Reorganization Plan No. 3 of 1946; It is ordered, That:

(1) All the approvals of "Deck Coverings" for merchant vessels promulgated or declared by the Bureau of Marine Inspection and Navigation and its predecessors or the Coast Guard, which have not been published in the Federal Register, are hereby terminated, effective upon the date of publication of this order in the Federal Register: and

(2) All the approvals for "Deck Coverings" for merchant vessels promulgated by the Coast Guard and published in the Federal Register are hereby modified by assigning them approval numbers and by limiting the duration such approvals will be in effect five years, effective upon the date of publication of this order in the Federal Register; and

It is, therefore, declared that the following "Deck Coverings" for merchant vessels are approved, effective upon the date of publication of this order in the Federal Register for a period of five years unless sooner cancelled or suspended by proper authority (the following comprises a complete list of approvals as amended):

#### DECK COVERINGS

Approval No. 164.006/1/0—Miller Marine—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG-3610-969, FR-1459, dated 10 June 1939. Approved for use without other insulating material in thicknesses as follows: Class A-1-1½ inches, Class B-1-1 inch, Class B-5½ inch. Manufactured by Miller Marine Decking, Inc., 230 Park Avenue, New York 17, N. Y.

Approval No. 164.006/2/0—Selbalith—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG-3610-1215, FR-1779, dated 2 July 1940. Approved for use without other insulating material in thicknesses as follows: Class A-1—1½ inches, Class B-1—1 inch, Class B-% inch. Manufactured by Selby, Battersby & Co., Wilford Building, 33d & Arch Sts., Philadelphia, Pa. Approval No. 164.006/3/0—Asbestolith—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG-3610-1214, FR-1778, dated 2 July 1940. Approved for use without other insulating material in thicknesses as follows: Class A-1-2 inches, Class B-1-1½ inches, Class B-½ inch. Manufactured by Asbestolith Mfg. Corp., 257 Kent St., Brooklyn, N. Y.

Approval No. 164.006/4/0—Federalite—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG-3610-1233, FR-1807, dated 30 October 1940. Approved for use without other insulating material in thicknesses as follows: Class A-1—1¾ inches, Class B-1—1½ inches, Class B-¾ inch. Manufactured by Federal Lavarock, Inc., 36 East 30th St., New York, N. Y.

Approval No. 164.006/5/0—Cel-O-Crete—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG-3610-1232, FR-1806, dated 30 October 1940. Approved for use without other insulating material in thicknesses as follows: Class A-I-134 inches, Class B-I-116 inches, Class B-34 inch. Manufactured by Interstate Flooring and Construction Co., 1617 Pennsylvania Boulevard, Phil-

adelphia, Pa. Approval No. 164.006/6/0—Atoz Type DCM—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-69, FR-1822, dated 14 January 1941. Approved for use without other insulating material in thicknesses as follows: Class A-1—13/8 inches, Class B-1—7/8 inch, Class B—5/8 inch. Manufactured by J. G. Britton, Lansdowne, Pa.

Approval No. 164.006/7/0-Armorite-Magnesite type desk covering identical to that described in National Bureau of Standards Test Report No. TP 367-72, FR-1836, dated 29 March 1941. Approved for use without other insulating material in thicknesses as follows: Class A-1-1% inches underlayment or 11/4 inches underlayment plus 1/2 inch top coat, Class B-1-% inch underlayment or 3/4 inch underlayment plus 1/2 inch top coat, Class B-% inch underlayment or 1/4 inch underlayment plus 1/2 inch top coat. Manufactured by National Tile & Marble Co., 529 West 46th St., New York 19, N. Y.

Approval No. 164.006/8/0—Case Magnesite—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-73, FR-1842, dated 30 April 1941. Approved for use without other insulating material in thicknesses as follows: Class A-1—1½ inches, Class B—1—1 inch, Class B—

% inch. Manufactured by L. S. Case Co., 7th & Daggett Sts., San Francisco, California.

Approval No. 164.006/9/0—Raecolith—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-76, FR-1866, dated 9 August 1941. Approved for use without other insulating material in thickness as follows: Class A-1—1¾ inches, Class B-1—1½ inches, Class B-34 inch. Manufactured by Raecolith Flooring Co., 5622 Corson Ave., Georgetown, Seattle, Washington.

Approval No. 164.006/10/0—Co-Magnesite—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-77, FR-1871, dated 20 August 1941. Approved for use without other insulating material in thicknesses as follows: Class A-1— 1½ inches, Class B-1—1 inch, Class B—3% inch. Manufactured by Consolidated Tile & Marble Corp., 101 Park Ave., New York, N. Y.

Approval No. 164.006/11/0—Zonolite (Rigid)—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-78, FR 1880, dated 23 September 1941. Approved for use without other insulating material in thicknesses as follows: Class A-1—1½ inches, Class B-1—1 inch, Class B-% inch. Manufactured by Universal Zonolite Insulation Co., 4601 Brynhurst Ave., Los Angeles, California.

Approval No. 164.006/12/0—Zonolite (Resilient)—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-78, FR 1880, dated 23 September 1941. Approved for use without other insulating material in thicknesses as follows: Class A-1—1½ inches, Class B-1—1 inch, Class B—% inch. Manufactured by Universal Zonolite Insulation Co., 4601 Brynhurst Ave., Los Angeles, California.

Approval No. 164.006/13/0—Flexotile—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-82, FR 1925, dated 14 February 1942. Approved for use without other insulating material in thicknesses as follows: Class A-1—2¼ inches, Class B-1—1½ inches, Class B-1 inch. Manufactured by The Flexotile Floor Co., Rockford, Illinois.

Approval No. 164.006/14/0—Leetol—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-83, FR 1932, dated 25 February 1942. Approved for use without other insulating material in thicknesses as follows: Class A-1—1¼ inches, Class B-1—½ inch, Man-

ufactured by Wm. Lee Co., 19 Fremont St., San Francisco, California.

Approval No. 164.006/15/0—Moulstone—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-85, FR 1957, dated 15 April 1942. Approved for use without other insulating material in thicknesses as follows: Class A-1—1¼ inches, Class B-1—¼ inch, Class B-½ inch. Manufactured by Thos. Moulding Floor Mfg. Co., 165 West Wacker Drive, Chicago, Illinois.

Approval No. 164.006/16/0—Master-floor—Magnesite type deck covering in accordance with the manufacturer's letter of 4 June 1942. Approved for use without other insulating material in thicknesses as follows: Class A-1-21/4 inches, Class B-1-11/2 inches, Class B-1 inch. Manufactured by S. S. Gill Co., 258 S. Van Pelt Street, Philadelphia, Pa.

Approval No. 164.006/17/0—Kompolite—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP 367-88, FR 1978, dated 1 July 1942. Approved for use without other insulating material in thicknesses as follows: Class A-1—13/4 inches, Class B-1—13/6 inches, Class B-3/4 inch. Manufactured by Kompolite Co., Inc., 111-115 Clay Street, Greenpoint, Brooklyn, N. Y.

Approval No. 164.006/18/0—3M Concrete Resurfacing Cement—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TG-367-33, F. R. 1998, dated 23 September 1942. Approved for use without other insulating material in thicknesses as follows: Class A-1-1½ inches, Class B-1-7% inch. Class B-½ inch. Manufactured by Minnesota Mining & Mig. Co., St. Paul, Minnesota.

Approval No. 164.006/19/0—Permastone—Magnesite type deck covering in accordance with the manufacturer's letter of 8 October 1942. Approved for use without other insulating material in thicknesses as follows: Class A-1-2 inches, Class B-1-13% inches, Class B-% inch. Manufactured by Permastone, Inc., Brentwood, Md.

Approval No. 164.006/20/0—Hubbellite—Magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP-367-95, FR 2017, dated 28 November 1942. Approved for use without other insulating material in thicknesses as follows: Class A-1—1½ inches, Class B-1—1 inch, Class B-½ inch. Manufactured by H. H. Robertson Co., Pittsburgh, Pa.

Approval No. 164.006/21/0—Kompolite Decking Type II—Magnesite type deck covering in accordance with the manufacturer's letter of 2 June 1945. Approved for use without other

insulating material in thicknesses as follows: Class A-1—1% inches, Class B-1—1% inches, Class B-3% inch. Manufactured by Kompolite Co., Inc., 111-115 Clay St., Greenpoint, Brooklyn, N. Y.

Approval No. 164.006/22/0—Kompodek Type CU—Magnesite type deck covering in accordance with the manufacturer's letter of 2 June 1945. Approved for use without other insulating material in thicknesses as follows: Class A-1—1¾ inches, Class B-1—1½ inches, Class B—3¼ inch. Manufactured by Kompolite Co., Inc., 111-115 Clay St., Greenpoint, Brooklyn, N. Y.

Approval No. 164.006/23/0—Dex-O-Tex Magnabond No. 1—Composite mastic and magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP-367-116; F. R. 2395, dated 11 July 1945. Approved for use as a Class B deck without other insulating materials in the following thickness: Dex-O-Tex Underlay—¼ inch, Magnesite Overlay—¾ inch. Manufac-

tured by Crossfield Products Corp., 191 Center St., Brooklyn 31, N. Y.

Approval No. 164.006/24/0—Dex-O-Tex Magnabond No. 2—Composite mastic and magnesite type deck covering identical to that described in National Bureau of Standards Test Report No. TP-367-116; F. R. 2395, dated 11 July 1945. Approved for use as a Class B-1 deck without other insulating materials in the following thickness: Dex-O-Tex Underlay—¾ inch, Magnesite Overlay—¼ inch. Manufactured by Crossfield Products Corp., 191 Center St., Brooklyn 31, N. Y.

Note: Notwithstanding the termination of approvals, all items made on or before the effective termination date of such approvals may be continued in use so long as in good and serviceable condition.

Dated: July 30, 1946.

ISEAL) J. F. FARLEY, Admiral, U. S. Coast Guard, Commandant. (11 F. R. 8431-8432, 2 Aug. 1946)

#### **ELECTRICAL APPLIANCES**

The following list supplements that published by the United States Coast Guard under date of 15 May 1943, entitled "Miscellaneous Electrical Equipment Satisfactory for Use on Merchant Vessels," as well as subsequently published lists, and is for the use of Coast Guard personnel in their work of inspecting merchant vessels. Other electrical items not contained in this pamphlet and subsequent listings may also be satisfactory for marine use but should not be so considered until the item is examined and listed by Coast Guard Headquarters. Before listings of electrical appliances are made, it is necessary for the manufacturer to submit to The Commandant (MMT), U. S. Coast Guard, Washington 25, D. C., duplicate copies of a detail assembly drawing, including a material list with finishes of each corrosive part, of each item. An examination of the drawings submitted will be made and, if necessary, tests conducted on such appliances to determine their suitability for marine use.

	Locati	Location apparatus may be used				
Manufacturer and description of equipment	Passen- ger and crew quarters and public spaces	Machin- ery cargo and work spaces	Open decks	Pump rooms of tanks vessels	Date of action	
Control Instrument Co., Brooklyn, N. Y.:			-14	1		
Salinity indicator equipment: Drawing No. 20874, alteration FF, panel assembly 55A.— Drawing No. 20873, alteration F, panel system 55A,	1	×			8/5/1	
wiring diagram.  Drawing No. 22021, alteration G, panel assembly 55A-1.  Drawing No. 22011, alteration B, panel system 55A-1,	×	2			8/5/4 8/5/4	
wiring diagram. Drawing No. 22212, no alteration No., panel Assembly 55A-2 Drawing No. 22213, no alteration No., panel system	x	X			8/5/4	
55A-2, wiring diagram Drawing No. 22273, alteration F, panel assembly 17 Drawing No. 22274, alteration B, panel system 17, wiring	x				8/5/ 8/5/	
diagram  Drawing No. 22691, alteration B, panel assembly 17A.  Drawing No. 22692, alteration O, panel system 17A,	x	x	**********		8/5/- 8/5/-	
wiring diagram. Drawing No. 21125, alteration M, panel assemblies 14, 14A and 14B Drawing No. 21130, alteration G, panel system, 14,	x		*******		8/5/	
wiring diagram.  Drawing No. 20073, alteration T, cell and valve assembly.	********	*******	*****	********	8/5/4	
Drawing No. 20872, no alteration No., watertight bell.— Drawing No. 20873, alteration A, rotary converter.— Drawing No. 22222, alteration K, panel assembly 16.— Drawing No. 22223, alteration A, panel system, 16, which there is a panel system.	X X X	X X X			8/5/4 8/5/4 8/5/4	
Drawing No. 21084, alteration CC, panel assembly 12. Drawing No. 21087, alteration D, panel system 12, wiring diagram.	X	2			8/5/	

	Locati	on appara	tus may	be used	
Manufacturer and description of equipment	Passen- ger and crew quarters and public spaces	Machin- ery cargo and work spaces	Open decks	Pump rooms of tanks vessels	Date of action
Control Instrument Co., Brooklyn, N. Y.—Continued					
Salinity indicator equipment—Continued Drawing No. 22221, alteration G, Cell and Valve assem- bly			diam'r		8/5/4
Drawing No. 20454, no alteration No., cell and valve assembly					8/5/4
Drawing No. 22108, alteration B, test resistor assembly	*******	********	********	*******	8/5/4
Onyton Manufacturing Co., Dayton, Ohio: Water gage lamp, waterproof, 40-watt lamp max., fixture No. B-5533, drawing No. 1889-1 (No Rev. No.) Colling future, nonwaterproof, 2 60-wait lamps max.	x	x	i.m.	(inner)	7/25/4
Ceiling fixture, nonwaterproof, 2 60-wait lamps max., fixture No. C-10752, drawing No. X46D1048 (No Rev. No.).	*	internal id		- Carlo	7/25/4
Ceiling fixture, nonwaterproof, 2 60-watt lamps max., fixture No. C-10713, drawing No. X46D1077 (No Rev.	27				-
No.) Colling flyture popularymod 60 wett lamp may fig.	x		-2014/ 10	******	7/25/4
ture No. C-10834, drawing No. X46D032 (No Rev. No.). Ceiling fixture. nonwaterproof, 60-watt lamp max., fix- ture No. C-10753, drawing No. X46D1076 (No Rev. No.).	x	-			7/25/4
ture No. C-10753, drawing No. X46D1076 (No Rev. No.). Wall light, nonwaterproof, 40-watt lamp max, fixture No.	x			-	7/25/4
Wall light, nonwaterproof, 40-watt lamp max., flxture No. B-5625, drawing No. X 46D1970 (No Rev. No.). Illuminated medicine cabinet, nonwaterproof, 2 40-watt lamp max., matson modification model 101, drawing	x			********	7/25/4
No. X40J1003, (No Rev. No.).  Bath wall fixture, nonwaterproof, 40-watt lamp max., fix-	x		*******	-71711-71	7/25/4
ture No. B-5446, drawing No. 1320, Rev. 6	x	********	H		8/1/4
max., fixture No. B-5622, drawing No. X46D761 (No. Rev. No.)  Medicine cabinet fixture, nonwaterproof, 2 25-watt lamp	x				8/12/4
max., fixtures Nos. B-5612 and B-5612-A, drawing No. X46G287, Rev. 1	x		cal invalide	Labratina .	8/12/4
etroit Lubricator Co., Detroit, Mich.: Fuel oil settling tank high level alarm switch, drawing No. TS-1135-7A (No Rev. No.	x	x			7/31/4
lenschel Corp., Amesbury, Mass.: Fire alarm bell with supervising resistor, 10", waterproof,				1	8/8/4
drawing No. 20-163-2 (No Att. No.) ovel-Dressel Co., Inc., Arlington, N. J.: Switch and receptacle combinations, waterproof, angle type grounded:	x	x	х		ololi
Drawing No. 2838, (No. Alt. No.): Cat. No. 2858, single-pole switch and two receptacles,					
10 A, 125 V Cat. No. 2859, double-pole switch and two receptacles,	X	x	x	marin	7/18/4
10 A. 125 V IcNab Inc., Bridgeport, Conn.;	x	x	1	-	7/18/4
Salinity indicator equipment: Drawing No. 11034-2, Rev. 3, assembly, model JMV	0.1			1003	
indicator. Drawing No. 11035, Rev. 5, wiring diagram model JMV	x	x	******	-	7/10/4
Indicator	x	x	1119811	- inchine	7/16/4
furlin Manufacturing Co., Philadelphia, Pa.: Lighting fixtures, nonwaterproof:				100	
Ceiling light, 2 40-watt lamps max., fixture No. 580 (No. Alt. No.)	x			-Yelfedahi	7/20/
Ceiling light, 2 40-watt lamps max., fixture No. 581 (No. Alt. No.)	x				7/26/6
Celling light, 3 40-watt lamps max., fixture No. 582 (No. Alt. No.)	x				7/26/4
Ceiling light, 3 60-watt lamps max., fixture No. 583 (No. Alt. No.)	- x		********		7/26/4
Ceiling light, 4 60-watt lamps max., fixture No. 584 (No. Alt. No.)	x				7/26/6
Ceiling light, 4 60-watt lamps max., fixture No. 585 (No. Alt. No.)	x				7/26/4
Celling light, 60 watt lamp max., fixture No. 586 (No Alt. No.)	x				7/26/4
Bulkhead light, 60-watt lamp max., fixture No. 587 (No		*******		************	7/26/4
Alt. No.) Bulkhea! light, 60-watt lamp max., fixture No. 588 (No	X			1+1:00:01	
Alt. No.) Bulkhead light, 60-watt lamp max., fixture Nos. 589	X	*******	********	Acceptant (	7/26/4
and 500 (No Alt. No.)	x				7/20/4
591 (No Alt. No.) Berth light, 40-watt lamp max., fixture Nos. 592 and	x	*****		-	7/26/4
503 (No Alt. No.) Floor light, 3 60-watt lamps max., fixture No. 966 (No	x	*******	********		7/26/4
Alt. No.). Table light, 2 60-watt lamps max., fixture No. 595 (No.	x			***	7/26/4
Alt, No.)	x	********			7/26/4
Chart cabinet light, 8 60-watt lamps max., fixture No. 599 (No Alt. No.)	x				7/26/4
Vestinghouse Electric Corp., East Pittsburgh, Pa.: Searchlight, 18", drawing No. 670820, Sub. 4	X	x	2		8/7/4
Searchlight, 24" drawing No. 679989, Sub. 1	x	x	x		8/7/4
Oscillating fan, 12", drawing No. 24-J-335 (No Sub. No.). Oscillating fan, 12", drawing No. 24-J-336 (No Sub. No.).	x				8/7/4

### ITEMS SUITABLE FOR MERCHANT MARINE USE

#### ACCEPTABLE FUSIBLE PLUGS

The Marine Engineering Regulations require that manufacturers who desire to have their products approved for marine service shall submit samples for testing from each heat to the Commandant. If the sample fusible plugs pass the test satisfactorily, the manufacturer is notified and then the plugs may be used on vessels subject to inspection by the Coast Guard. For the information of all parties concerned, a list of approved heats which have been tested and found acceptable during the period from 15 July 1946, to 15 August 1946, are as follows:

M. Greenberg's Sons, 765 Folsom Street, San Francisco, Calif. Heat Nos. 156 and 157.

#### **AFFIDAVITS**

It is required by the Marine Engineering Regulations that manufacturers submit affidavits before they manufacture items of equipment in accordance with these regulations for use on vessels subject to inspection by the Coast Guard. The following affidavit was received and accepted during the period from 15 July 1946, to 15 August 1946.

Atlas Valve Co., 280-284 South Street, Newark, N. J. Valves and fittings.

# CERTIFICATION OF ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of Ships' Stores and Supplies certificated for use on board vessels in accordance with the provisions of part 147 of the regulations governing Explosives or Other Dangerous Articles on Board Vessels, are as follows:

E-Z-Est Metal Polish, E-Z-Est Products Co., 65 McCoppin Street, San Francisco 3, Calif. Certification No. 196, 30 July 1946.

Perolin-Marine Boiler Preservative and Perolin-Boiler Metal Treatment, Perolin Co. of New York, Inc., 10 East 40th Street, New York 16, N. Y. Certification No. 197, 30 July 1946.

Insect-o-blitz, Industrial Management Corp., Aerosol Insecticide Division, P. O. Box 152, Valparaiso, Indiana. Certification No. 198, 30 July 1946.

Bridgeport Brass Aer-a-sol Insecticide Bomb, Bridgeport Brass Co., Bridgeport 2, Conn. Certification No. 199, I August 1946.

# Merchant Marine Personnel Statistics

# MERCHANT MARINE LICENSES ISSUED DURING JULY 1946

### DECK OFFICERS

Chief mate

					Ma	ster								(	Chief	mat	е							80	econ	d mat	e		
REGION	Oct	ean	C	onst- vise		eat kes	B. S	. di	Riv	vers	Oce	an	Con	ist-	Gr La	eat kes	B. 8	5. &	Riv	ers	Oe	ean	Cons			reat		8. &	Rivers
	0	R	0	R	0	R	0	R	0	R	0	R	0	R	o	R	0	R	o	R	0	R	0	R	0	R	0	R	o R
Atlantic coast	44 18	118 30	4	1		10	14 2	65 2	1 1 4	20 2 14	65 14	22 2	1	6			4	8	1 3	23	81 38	8 3	1	4					
Total	27 89	192	6			10	19	77	7	37	99	28	1	7			6	16	4	23	37 156	18	1	4	+++				EL L
FLEXETE						Third	ma	te					T			Pil	ots				V	faster	mate	9	1		7	otal	
REGION	0	cean		Con		· La	reat ikes	1	B. S.	de	Riv	vers		Gren		В.	8. &	R	ven	t	Inin	spects high	ed ves	sels		Origi- nal		Re- ewal	Grane
	0	F	3	0	R	0	R	,	0	R	0	R	0	T	R	0	R	0	1	3	0	R	0	R		7			
Atlantic coast	107	2	0 3		3				1 76 194 5 23 6 27 5 6 2 13 18 17 2 6 1		1		***			496 76 77 141													
Total	11	57 1	5		3	*****								1	-	108	291	28	1	16	2	6	1			683		790	1, 4
			Ī								ENG	INE	ER	OF	FICI	ERS					E	T							
		C	hiei	f engir	neer,	stear	13		Firs	t ass	istan	t eng	ince	, ste	nm	See	cond	assist	ant	engii	neer,	steni	n T	hir	d as	sistan	t en	gineer	r, steam
Region		Oc	ear	1		Inlat	id			Occa	in		In	land			Oct	ean			Inla	nd		(	)cen	n -		Inf	land
	3	0	d	R	(	,	R		0		R		0		R	75	0	R		0		R		0	1	R		0	R
Atlantic coast		109 14 1 31		217 31 5 53		6		7 7 21	1	79 15 2 32	61		4		13 3 13 3	1	90 29 4 44		62 7 1 18		ï		6	14 2	1 2	18 5			
Total		155		306		11	1	16	13	25	86	1	.5	-	32		167	V	88		1	H	7	21	3	30	-		
TATE SEE		H				H		Į,	Mot	or v	essels								U	nins	pecte	d ves	sels	Ī	1		т	otals	
Region			c	hief e	ngin	eer		t ass	lstan	it	Secon ant			T	hird i	nssis	tant	Chi	ef er	ngine	er		stant			Orig-		Re-	Grand total
				0	1		0		R		0	1	R		0	1	R	0	1	R	4	0	T	R		inal	n	ewal	
Atlantic coast				40 6 5		120 14 10		8337		57 5 7	11		20 1 2 2		67		8 1		1		6				++	553 104 27 189		635 77 66 157	1, 1
Pacific coast			1	14	100	30				4.1					· a						- 55		4 500		25	*0.6			

# ORIGINAL SEAMEN'S DOCUMENTS ISSUED MONTH OF JULY 1946

Region	Contin- uous dis- charge book	Certifi- cate of iden- tity	A. B., green, 3 years 1	months emer-	A. B., blue, 18 months, 12 months 1	A. B., blue, 6 months emer- gency <sup>2</sup>	blue, 6 months emer-		U. S. Mer- Mar. Doc,	Q. M. E. D., 6 months	E. D., emer-	Radio oper- ators	Certifi- cate of service	Tanker man	Staff officer	Total
Atlantic coast Gulf coast Pacific coast Great Lakes and rivers	1 21 2 153	0 0 3 0	76 10 40 32	231 85 113 26	280 22 82 89	5 0 1 21	0 0 0 0	649 91 212 138	4, 026 1, 447 1, 676 2, 084	607 197 247 126	284 172 127 59	16 2 2 2 0	3, 126 1, 314 1, 311 2, 132	16 19 8 26	188 35 107 8	9, 505 3, 415 3, 931 4, 894
Total	177	3	158	455	473	27	0	1,090	9, 233	1,177	642	20	7, 883	69	338	21,745

unlimited.

Great Lakes, lakes, bays, and sounds.
 Tugs and towboats and freight vessels under 500 tons (miscellaneous).
 2 months deck or 24 months other departments.

NOTE.—There were no Panamanian Employment Cards issued.

### CREW SHORTAGE REPORTS FROM 1 JULY TO 31 JULY 1946

These Reports Submitted in Accordance With Navigation and Vessel Inspection Circular No. 34, Dated 1 May 1943

	Number of vessels	11.00	Ratings in which shortages occurred														
Region		Chief mate	Second mate	Third mate	Radio	Able seamen	Ordi- nary seamen	Chief en- gineer	First en- gineer	Second en- gineer	Third en- gineer	Qualified member engine de- partment	Wiper or coal passer	Total			
Atlantic coast	38 31 9 146		5 1	2 6 2 17	3	25 23 4 79	6 1 13	1	1 5	6 6 1 4	8 9 4 46	26 26 3 80	6 3 27	80 88 15 268			
Total	224		6	27	3	131	20	1	8	17	67	135	36	451			

# WAIVERS OF MANNING REQUIREMENTS FROM 1 JULY TO 31 JULY 1946

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 31, Dated 13 March 1943, and Navigation and Vessel Inspection Circular No. 37, Dated 6 July 1943

Region	Number of vessels	Deck officers substituted for higher ratings	Engineer officers sub- stituted for higher ratings	Able seamen substituted for deck officers	Ordinary seamen sub- stituted for able seamen	Qualified members of engine department substituted for engineer officers	Wipers or coal passers substituted for qualified members of engine department	Wipers, coal passers or cadets sub- stituted for engineer officers	Ordinary seamen or cadets sub- stituted for deck officers	Total
Atlantic coast	579 272 166 162	103 74 27 3	220 83 46 2	26 23 11	1, 182 717 275 370	70 53 36 1	213 119 72 98	22 9 4	12 18 4	1, 842 1, 096 473 474
Total	1,179	207	351	60	2, 544	160	502	35	34	3, 893